

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1654.—Vol. XXXVII.

LONDON, SATURDAY, MAY 4, 1867.

{ STAMPEDSIXPENCE.
{ UNSTAMPED..FIVEPENCE.

MR. JAMES CROFTS, STOCK AND SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(Established 24 years.)

HOLDERS of mining shares DIFFICULT OF SALE in the OPEN MARKET may find purchasers for the same through Mr. CROFTS' agency. Also parties requiring advice how to act in the DISPOSAL or ABANDONMENT of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty, legal or otherwise.
Mr. CROFTS is a buyer of any number of Frontino and Bolivia, and has business in NORTH WHEAL CHIVERTON.
PRINCE OF WALES.—The produce of ore has reached the extraordinary amount, in the aggregate, of 2457 per fathom: 117 tons of ore sampled for the month of April will realise 9000l., being 6000l. profit for the month, equal to a dividend of 6s. per share, if the mine continues the same rate of produce, but it is reported, officially, to be "daily improving." Shares at a very moderate price.
The mining market generally is in a sound state, and prices advancing for all the select stocks.
Bankers: National Bank of Scotland, Finch-lane.

WILLIAM LANE (SUCCESSOR TO JAMES LANE),
44, THREADNEEDLE STREET, LONDON, E.C. STOCK AND SHAREDEALER (Established Thirty Years), has FOR SALE the following SHARES:—
30 Chontales, £234. 15 E. Grenville, £2 7s 6d 30 Okel Tor, 21s. 25 Prosper United, £2 17s 6d
30 Don Pedro, £2 11s 3d. 25 Gt. No. Laxey, 21s 6d 50 Prince of Wales, 54s. 25 Don Chiverton, 25s. 25 Marke Valley, £4 7s 6d 25 South Darren, 21s. 6d
25 East Carn Brea, £234. 50 New Quebrada, 14s. 50 Redmoor, 5s. 6d. 25 Vigna & Clog, £10 1/2
25 E. Rosewarne, 50 No. Treskerby, 34s. 50 North Downs, 5s. 6d. 50 Wheal Ury, 23s. 9d.
25 East Russell, £2 16s 3d. 50 North Crofty, £25 1/2 50 Wheal Croby, 10s. 6d
25 East Snaefell, 50 North Crofty, £25 1/2 50 Wheal Croby, 10s. 6d
BUYER of North Wheal Crofty at £4 17s. 6d., and Prince of Wales at 53s. 6d.
SPECIAL BUSINESS in Frontino and Bolivia, Don Pedro del Rey, Chontales, and Anglo-Brazilian for cash or the fortnightly settlement.

MR. LELEAN, ENGLISH AND FOREIGN STOCK AND SHAREDEALER,
11, ROYAL EXCHANGE, LONDON, E.C.
Bankers: Roberts, Lubbock, and Co., Lombard-street.

GUIDE TO INVESTORS.—MR. LELEAN'S STOCK, SHARE, AND FINANCE REGISTER for May contains the tenth of a series of articles on Investments, with such information as is necessary to guide investing investors; and a comparison of mines and other associated undertakings as channels of investments.
Published by Mr. BAKER LELEAN, at his offices, 11, Royal Exchange, London, E.C. 6d. per copy, or 5s. annually, post free.

MR. WILLIAM WAR,
STOCK AND SHAREDEALER,
No. 29, THREADNEEDLE STREET, LONDON, E.C.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C.

MESSRS. MCNEILL AND LONG, STOCK, SHARE, AND MINING DEALERS, 31, THREADNEEDLE STREET, LONDON, E.C.

MESSRS. WARD AND JACKMAN
STOCK AND SHAREDEALERS,
CUSHION COURT, OLD BROAD STREET, CITY, E.C.
Closing Prices, Friday Evening, May 3.

Buyers.		Sellers.	
Chiverton	5 1/2	Great Retallack	£ 3 1/2
Chiverton Moor	5 1/2	Great Vor	17 1/2
Chontales	14s.	Herodfoot	32 1/2
Chontales	14s.	Mineral Rights	5s. - 7s. 6d.
Chontales	14s.	North Crofty	43s. - 5
Chontales	14s.	North Treskerby	19s. - 21s.
Chontales	14s.	Okel Tor	5s. - 54s.
Chontales	14s.	Prince of Wales	70 - 71
Chontales	14s.	West Chiverton	90 - 95
Chontales	14s.	West Seton	90 - 95

MESSRS. WARD AND JACKMAN refer their friends to their remarks on p. 289, May 3, 1867. Bankers: London and Westminster, Lothbury.

MR. THOMAS THOMPSON, MINING OFFICES,
12, OLD JEWRY CHAMBERS, LONDON, E.C.
Strongly recommends the immediate purchase of Westminster, Central Snaefell, and East Snaefell shares.

MESSRS. WILSON, WARD, AND CO., STOCK AND SHAREDEALERS,
16, UNION COURT, OLD BROAD STREET, LONDON, E.C.
Can recommend two good mines for investment.

MR. WILLIAM SEWARD, STOCK AND SHAREDEALER,
19, THROGMORTON STREET, LONDON, E.C.

JOHN RISLEY, STOCK AND SHAREBROKER,
(SWORN BROKER),
48, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTED IN EVERY DESCRIPTION OF STOCKS AND SHARES, on commission only.
Bankers: London and Westminster, Lothbury.

MR. JAMES HUME, 74, OLD BROAD STREET,
MEMBER OF THE MINING EXCHANGE, LONDON.
Transacts buying and selling orders at net prices, equivalent to 1 1/4 per cent. commission.

THE FOLLOWING SHARES have been recently recommended by Mr. HUME as Circular, and by SPECIAL ADVICE:—
East Russell, at £234, price since obtainable £ 4 5 0
Marke Valley, at £234, 4 15 0
Wheal Ury, at £234, (three times) 25 0 0
East Russell, at £234, 12 0 0
Cook's Kitchen, at £234, 3 10 0
Great Retallack, at £234, 2 15 0
Prince of Wales, at £234, 1 6 0
Drake Walls, at £234, 8 15 0
Chiverton Moor, at £234, (with div.) 73 0 0
West Chiverton, at £234,
Bankers: The London Joint Stock Bank.

MR. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S,
BISHOPSGATE STREET, LONDON, E.C. (Established 12 years), has FOR SALE the FOLLOWING SHARES, at net prices:—
Lady Bertha, 1s. 3d. 50 Gt. So. Chiverton, 6s 9d 5 Wh. Trelawny, £11 1/2
Wheal Buller, £244. 20 Central Minera, 4s 3d 15 Marke Valley, £4 6s.
So. Treskerby, 25s. 6d. 5 South Frances, £16 1/2 25 East Grenville, £4 6s.
So. Russell, 55s. 40 Wh. Grenville, 17s. 6d. 4 South Crofty, £18.
W. Drake Walls, 6s. 45 Camborne Veau, 7s 9d 15 Tincroft, £12 1/2
Providence, £28 1/2. 5 Wh. Margaret, £6 1/2 20 E. Carn Brea, £2 8s.
Rosewarne Un., 2s. 9d. 10 Cook's Kitchen, £9 1/2 25 Chiv. Moor, £5 10s. 6d.
Great Vor, £18 1/2. 15 East Caradon, £5 8s 30 Gt. No. Laxey, 22s. 9d.
West Frances, £10 1/2. 5 W. Chiverton, £7 1/2 35 So. Condurrow, 13s 9d.
Wheal Ury, 24s. 9d. 60 Bottle Hill, 2s. 3d. 20 Gt. Retallack, £3 18s 9d.
Wheal Agate, 27s. 6d. 40 Chontales, 7s 6d. 25 Rosewall Hill, 32s. 9d.
East Basset, £17. 50 Drake Walls, 8s. 9d. 60 North Downs, 4s. 9d.
Wheal Basset, £63. 15 Gt. No. Downs, £3 18 60 South Darren, 20s.
Prince of Wales, 53s 6d. 30 Calbeck Fells, 12s. 3d 60 Frontino, 8s.
Prosper Unit., £3 13 30 Okel Tor, 19s. 9d. 50 Rosewarne Cons., £4 6s.
Frank Mills, 22s. 20 No. Crofty, £4 16s 3d 25 Bedford United, £234.
Rosewarne, 7s. 6d.

MR. GEORGE BUDGE, STOCK AND SHAREDEALER,
No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 24 years), has FOR SALE at net prices:—25 Hollybush Coal (£3 paid), 27s. 6d. 30 to buy; 100 Anglo-Brazilian, 20s.; 50 Don Pedro, £234; 50 Okel Tor; 50 So. Russell, 55s.; 70 United Mexican; 100 Allimilios; 100 North Dolcoath, 2s. 6d.; 50 to buy; 5 Stray Park; 40 East Rosewarne, 7s. 6d.; 60 Croby, 10s.; 60 Newrade; 100 Frontino and Bolivia, 6s.; Calbeck Fells; 80 East Seton, 5s.; 40 Lady Bertha, 2s.; 60 North Pool, 25s.; 100 South Grenville, 5s. 6d.; 70 Camborne Veau, 25s.; 1 Great Devon Consols, £230; 50 East Chiverton, 17s. 6d.; 150 Stray Park, 2s.; 10 Wheal Jane, £5; 60 Illogan, 10s.; 100 Maullin, 12s. 6d.; 20 Trelleigh, 12s.; 110 Bryn Gwlog, 8s.; 150 Crelake, 12s. 3d.; 50 South Frances, £16 1/2.
SPECIAL BUSINESS in Minera, Frank Mills, Okel Tor, North Chiverton, and Anglo-Brazilian, Don Pedro, Frontino and Bolivia, Rose and Chiverton, and Chiverton, New Lovell.

PETER WATSON'S "WEEKLY MINING CIRCULAR AND SHARE LIST—SYNOPSIS OF CORNISH AND DEVON MINES," of Friday, May 3, No. 422, Vol. IX., price 6d. each copy, forwarded on application, contains information on the following mines:—
North Wheal Chiverton. Prosper United. Frontino and Bolivia.
North Wheal Crofty. Chiverton Moor. Chontales.
Stray Park. Great Wheal Vor. Don Pedro del Rey.
Clifford Amalgamated. West Chiverton. St. John del Rey.
West Great Work. Prince of Wales. Rossa Grande.
Wheal Seton. Bryn Gwlog. Cobre Copper.
East Wheal Lovell.
Particulars respecting the Tin Trade, advance in the copper standard, and distinctive characters of "bulls" and "bears."
PETER WATSON, Stock and Sharedealer, 79, Old Broad-street, London, E.C.

STRAY PARK MINE.—MR. PETER WATSON is a BUYER of SHARES in this mine. SELLERS will please state number of shares and lowest price for the same. He is also a SELLER at close market prices, 79, Old Broad-street, London, E.C.

STOCK AND SHAREDEALER.—MR. PETER WATSON, ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, 79 OLD BROAD STREET, LONDON, E.C.
Railway, Joint-Stock Banks, Dock, Insurance, Canal, Mining, Steam-ship, &c., and every other description of shares bought and sold at net prices.
TELEGRAPHIC MESSAGES TO BUY or SELL Railway, Bank, Mine, and other shares and stocks, punctually attended to, at net prices for cash, or for fortnightly settlements, with advice as to purchases or sales.
Twenty-two years' experience.
(Two in Cornwall and Twenty in London.)
Bankers: The Alliance Bank, and the Union Bank of London.

From the close proximity of his offices to the Stock Exchange, as well as the Mining Exchange, PETER WATSON is enabled to act with promptitude on all orders entrusted to him, which at all times are carried out with punctuality, and to the best advantage of his clients.

MR. EDWARD COOKE, STOCK AND SHAREDEALER, 76, OLD BROAD STREET, LONDON, E.C.
Has SPECIAL BUSINESS in Chontales, Prince of Wales, East Lovell, Frank Mills, South Darren, West Caradon, Prosper United, and North Crofty.
Stock Exchange securities dealt in at close market prices.
Satisfactory references given in any town in the United Kingdom.
Bankers: Alliance Bank.

MESSRS. POWELL AND MOSS, SHAREDEALERS, 78, OLD BROAD STREET, LONDON, E.C.
Members of the Mining Exchange.
Bankers: Bank of England.

JAMES D. GINN AND CO., STOCK AND SHAREDEALERS, 3, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C.

BARTLETT AND CHAPMAN, STOCK AND SHAREDEALERS, 2, BUCKLESBURY, LONDON, E.C.
Business transacted in every description of stocks and shares at lowest market prices, free of commission.
All communications will receive immediate attention, either personally or by letter.
S.B. BARTLETT and CHAPMAN can name two mines for a rise of at least 100 per cent. within a short time. Full particulars on application.
Bankers: London and Westminster.

THE INVESTMENT CIRCULAR AND FINANCIAL RECORD for APRIL, published by BARTLETT and CHAPMAN, No. 2, BUCKLESBURY, LONDON, E.C., should be consulted by all intending purchasers of Mining or other Stock. Forwarded gratis and post free, on application.

MR. T. ROSEWARNE, 81, OLD BROAD STREET, has BUSINESS, at close market prices, as BUYER or SELLER, in the following:—
Bedford United. North Treskerby. Calbeck Fells.
North Crofty. West Chiverton. Rosewall Hill.
East Russell. West Caradon. Devon Consols.
Wheal Seton. Great Retallack. East Basset.
South Grenville. Great North Downs. Great Vor.
Prosper United. Drake Walls. South Condurrow.
Great Grenville. East Great Laxey. Chiverton Moor.
T. ROSEWARNE is a BUYER of any part of 2000 Okel Tor, at market prices, and 2000 Frontino and Bolivia.
Special information on Okel Tor and shares marked *.
PRINCE OF WALES.—From the reports this week the mine never looked so well as at present, and persons must bear in mind that the north lode has yet to be cut in the cross-cut; when it is I am of an opinion that it will be found as productive as the lode now working on, which is making large profits. I have hitherto been right about this mine. I bought over 7000 shares twelve months ago, for self and friends, below 15s., and I now advise parties to increase their interest.
Parties finding any difficulty in disposing of shares not usually dealt in on the market, may be enabled to do so through T. ROSEWARNE.
Money advanced on mining shares.
Bankers: Bank of England.

MESSRS. J. TAYLOR AND CO., MINING AGENTS AND SHAREDEALERS, 17, CROSS STREET, MANCHESTER, have FOR SALE:—
50 East St. Just, 30s. 50 Clyn Colliery, £3. 10 Great Mona. 25 Westminister.
J. TAYLOR and Co. strongly recommend the immediate purchase of Great Mona shares, which must soon command a good premium.

GEORGE RICE, STOCK AND SHAREDEALER, 78, OLD BROAD STREET, LONDON, E.C. (Member of the Mining Exchange, 25 years' experience), TRANSACTS BUSINESS in MINING SHARES, at close prices.
SPECIAL BUSINESS in Chiverton Moor, East Lovell, Great Vor, North Crofty, West Chiverton, and Prince of Wales.
Money advanced on mining shares.
May 3, 1867. Bankers: Bank of England.

MR. EDWARD BREWIS can give one mine for a rise of 100 per cent. within three months, and the real investor a profit of 500 per cent. in one year.
Bankers: National Bank, London.

BUSINESS in Stray Park, Chiverton Moor, Prince of Wales, East Seton, North Treskerby, and South Condurrow.
8, Warrford-court, Bank, E.C., London.

MR. R. EMERSON, 28, GREAT WINCHESTER STREET, LONDON, E.C., is a BUYER or SELLER of Great Laxey, Stray Park, Clifford Amalgamated, Rose and Chiverton United, West St. Ives, Budnick Consols, Wheal Alice Alfred, and Abraham Consols.
Advice given on the sale and purchase of shares.
Eighteen years' experience in Cornwall and thirteen in London.

MR. G. D. SANDY, STOCK AND SHAREDEALER, No. 48, THREADNEEDLE STREET, LONDON, E.C., TRANSACTS BUSINESS in EVERY DESCRIPTION OF STOCK EXCHANGE SECURITIES, MINING AND FINANCIAL ENTERPRISES, at close market prices.
BUYER of Rosewarne Consols.
BUSINESS in Bottle Hill, East Bottle Hill, New Lovell, Grambler and St. Anby, Drake Walls, West Drake Walls, Great North Downs, Wheal Ury, and South Grenville.
Correct Daily Price List may be had on application.
Money advanced to any amount on legitimate stocks and shares.
References exchanged.

INVESTMENT, LOAN, AND BANK AGENCY, Established 1859.
BANKERS—London and County Bank.
Purchases and Sales of British and Foreign Stocks and Shares negotiated upon advantageous terms.
A record of the facts affecting the values of the various leading Public Securities is kept for the guidance of Investors.
Loans granted for short or long periods on Stocks and Shares having a market value.
Deposits received in large or small sums at the following rates:—
Repayable at three months' notice 5 per cent. per annum.
Ditto one ditto 4 ditto
Finance, Bank, and Money Agency Business generally undertaken.
CHARLES PETERS, Secretary.
No. 12, Clement's-lane, Lombard-street, London, E.C.

M. R. CHARLES THOMAS, MINING AGENT, GENERAL SHAREDEALER, AND AUCTIONEER, 3, GREAT ST. HELEN'S, LONDON, E.C.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, UNION CHAMBERS, UNION COURT, OLD BROAD STREET, LONDON, E.C.

MESSRS. LANE AND GIBBS, 2, ROYAL EXCHANGE, LONDON, E.C. (Members of the Mining Exchange), STOCK AND SHAREDEALERS, AND FINANCIAL AGENTS, transact business in all kinds of securities at closest net prices for cash or account.
Parties of respectability can have transfers registered in their names previous to payment.
Daily price list on application.
Bankers: London and County Bank.

SAFE INVESTMENTS FOR CAPITAL, Paying 5 to 20 per cent. per annum upon the outlay.
SHAREHOLDERS, CAPITALISTS, TRUSTEES, and INVESTORS seeking valuable and reliable information, and requiring safe, sound, and profitable investments, should at all times consult
SHARP'S GENERAL INVESTMENT CIRCULAR (Post free).
It is a safe guide, giving every information to shareholders and capitalists.
GRANVILLE SHARP, STOCK & SHAREDEALER, 32, POULTRY, LONDON.

MR. JOHN B. REYNOLDS, OFFICES, 70 and 71, BISHOPSGATE STREET WITHIN, LONDON, E.C.

Business transacted in British and Foreign Stocks, Railway, Bank, Insurance, Financial, or Mining Companies Shares, and all Miscellaneous Securities, at the lowest market quotations.
Exchanges effected and purchases found for shares not generally marketable.
All communications from clients are treated as strictly in confidence.
Telegrams promptly attended to. Established Ten Years.
Bankers: City Bank.

WEST ST. IVES.—The attention of Capitalists is particularly directed to the merits of this property. I have SPECIAL BUSINESS in these shares, both as BUYER and SELLER, and am prepared to furnish a copy of Capt. Pope's report to any applicant, together with copies of subsequent report, on receipt of stamps, 2s. 6d.
J. B. REYNOLDS, 70 and 71, Bishopsgate-street, London, E.C.

ROSE AND CHIVERTON UNITED.—A ground plan and section are now on view at the offices of the company, as well as a special report of Capt. Hancock, of Polberro. Both of these can be inspected on application, and copies of his report, and another special report, be forwarded on receipt of stamps value 2s. 6d.
70 and 71, Bishopsgate-street Within, London. J. B. REYNOLDS.

MATTHEW GREENE, STOCK AND SHAREDEALER, has REMOVED to 31, THREADNEEDLE STREET, LONDON, E.C.
MATTHEW GREENE has FOR SALE the following SHARES:—
50 Prince of Wales, 53s 3d 25 North Crofty, £44 1/2 5 East Lovell, £9.
10 Great Laxey, £18 1/2 10 Chiford, £5. 15 No. Treskerby, £17 1/2.
20 E. Carn Brea, £2 13s 9d 20 Great No. Laxey, 25s. 20 Chiverton Moor, £3 1/2.
50 Frontino, 7s. 5 East Basset, £16 1/2 10 Frank Mills.
60 Croby, 11s. 6d. 20 Mineral Rights, 9s. 50 East Snaefell.
20 Old Gunnislake, 26s. 30 East Grenville, £2 3s 9d 20 New Chiford, £2 1/2.
20 Drake Walls, 12s. 6d.

EAST SNAEFELL MINE.—Capt. Nancarrow reports—"In the shaft you have gone through a nice run of ore, and the lode is of such a character that it may turn up good any day—in fact, I expect to hear of a bunch of ore in the shaft at any moment. The lode is large, from 3 to 4 ft. wide, and no doubt is one of the off-shoots of the Great Laxey lode, and more than probable the main part."
MATTHEW GREENE has SPECIAL BUSINESS in these shares, and strongly recommends them at the present low price.
NOTICE.—MATTHEW GREENE has REMOVED to 31, THREADNEEDLE STREET, CITY.
Bankers: Ransom and Co., Pall Mall; Imperial Bank, City.

TINN AND FRYAR, CIVIL AND MINING ENGINEERS, AND CONTRACTORS,
ROYAL INSURANCE BUILDINGS, CORN STREET, BRISTOL.

MESSRS. FREDERIC GILL AND CO., STOCK AND SHAREDEALERS, ST. CLEMENT'S HOUSE, CLEMENT'S LANE, LONDON, E.C., TRANSACTIONS BUSINESS in ALL MINING STOCKS and SHARES at closest market net prices, either for cash or account.
Messrs. F. GILL and Co. advise the purchase of Prince of Wales, North Wheal Chiverton, West Chiverton, East Caradon, and South Devon. The latter will, at an early period, see an extensive rise.
Cheques crossed City Bank.

WALTER TREGELLAS, 122, BISHOPSGATE STREET WITHIN, E.C., DEALS in ALL KINDS of bona fide STOCKS and SHARES, and BRITISH and FOREIGN MINES, either for cash or the fortnightly settlement at close prices.
Recommends the purchase of Don Pedro North del Rey, Anglo-Brazilian, East Caradon, South Crofty, West Frances, West Tolgus, Chiverton Moor, Camborne Veau, West Chiverton, and Great Vor.
BUSINESS in Frontino and Bolivia shares as BUYER or SELLER.
Bankers: Alliance Bank.

JAMES SCOTT AND CO., STOCK AND SHAREDEALERS, 1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.
All Stock Exchange securities dealt in at close market prices; for cash or the bi-monthly settlement. References given to any town in the United Kingdom.
JAMES SCOTT and Co. have SPECIAL BUSINESS in the following MINING SHARES:—East and West Caradon, East Lovell, East Wheal Russell, North Crofty, Frank Mills, Drake Walls, Prosper United, Prince of Wales, Great South Tolgus, Chontales, and Frontino and Bolivia.
NEW TRELAWNY MINE—SHARES WANTED. Messrs. J. SCOTT and Co., 1, Pinner's-court, Old Broad-street, E.C., are purchasers of any portion of 500 shares for cash. State number and lowest price.

MESSRS. DEBENHAM AND CO., STOCK AND SHARE BROKERS,
No. 37, MOORGATE STREET, LONDON, E.C.
(and at ST. ALBANS).
WANTED TO PURCHASE—New Quebrada and Frontino and Bolivia shares. Sellers to state number and lowest price.

BRITISH AND FOREIGN INVESTMENT.—MR. THOMAS SPARGO, STOCK AND SHAREDEALER, 224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C., TRANSACTIONS EVERY DESCRIPTION OF BUSINESS in the PURCHASE and SALE of SHARES in BANKS, CANALS, MINES, RAILWAYS, BRIDGES, INSURANCES, and ALL OTHER DESCRIPTIONS OF BRITISH and FOREIGN STOCK.
MR. SPARGO has 20 years' experience of mining, ten of which he was engaged in practical mining, and ten years he has transacted business in mining shares and stock. at 224 and 225, Gresham House, Old Broad-street, City, E.C.
Bankers: Consolidated Bank.

MANCHESTER, AND WEST END OF LONDON.
MR. W. HANNAH, MINING, SLATE QUARRYING, INSURANCE, AND GENERAL SHAREBROKER,
ROYAL INSURANCE BUILDINGS, KING STREET MANCHESTER; and 449, STRAND, LONDON, W.

INSTANTANEOUS COMMUNICATION with the STOCK and MINING EXCHANGES, avoiding the delay and annoyance of visiting the City to ascertain prices. A Monthly Investment Circular on application.

MR. T. L. COTTINGHAM, MINING ENGINEER, VIEWER, AND AGENT, COLLIERIES, MINES, QUARRIES, and MINERAL PROPERTIES INSPECTED, SURVEYED, VALUED, REPORTED ON, AND MANAGED, BORINGS, &c. CONDUCTED.
OFFICES.—No. 4, WREXHAM STREET, MOLD.
Agent for the National Steam Boiler Insurance Company (Limited). Leases of several good Coal, Lead, and Slate Properties for sale.

JOHN HOCKING AND SON, ENGINEERS, REDRUTH, CALL the ATTENTION of COLLIERY PROPRIETORS and others to the present favourable opportunities for the purchase of secondhand CORNISH PUMPING ENGINES and BOILERS at cheap rates. Plans, valuations, removal, &c., of every description of mining machinery undertaken.
FOR SALE, ONE 36 in. PUMPING ENGINE, also an excellent CRUSHER.

Original Correspondence.

THE WORKING OF FIERY COLLIERIES WITHOUT THE USE OF SAFETY-LAMPS.

SIR,—I believe the opinion is gradually gaining ground that safety-lamps ought not to be placed in the hands of colliers, nor used by anyone working in a fiery colliery, other than the authorised firemen. This opinion is, nevertheless, opposed by many colliery managers, as entailing additional cost on the ton of coal, from the extra cost of circulating the increased quantity of air absolutely necessary if safety-lamps were practically abolished, as stated above.

Whilst pursuing my business I have occasionally to traverse the Aberdare Valley, in Glamorganshire, and have recently come across an example of colliery ventilation there which I feel a duty to the public to bring before its notice. Your readers are well aware that no colliery district in the kingdom is more fiery—and perhaps none so fiery—as the Aberdare. The volume of gases liberated by the celebrated Four-foot vein, and several of the others, is truly astonishing; and their prompt dilution and rapid removal require the exercise of the best skill, and a liberal outlay for sufficient air-ways, &c. The example of extraordinarily good and safe ventilation to which I refer is that which is accomplished at the Nant Melin Colliery, Cwm-dare. At this colliery there were raised last year 83,000 tons of coal, and their present get is 400 tons per day. The coal is won from the Four-foot and Two-foot Nine-inch seams. There are, I believe, 400 souls employed underground, and yet this colliery is worked entirely with naked lights, the firemen alone using safety-lamps for their morning examination of the colliery. The air passing through the workings is divided into nine splits. The area of workings is about 250 acres. The number of air splits should be noted, and also that the force for circulating the air is produced by a furnace. This furnace is 12 ft. wide and 15 ft. high inside, and about 3 tons of coal per day are burnt in it. Its position, and that of the upcast shaft, is near one of the boundaries of the colliery, on the "rise" side, and at about 500 yards from the downcast shaft.

Until lately I had no idea that such a thing as a naked light was used in any colliery about Aberdare, and I believe many of your readers will be equally surprised with myself at the instance here given. That district, from the nature of its coals, is of necessity celebrated for skilful ventilation; and other collieries in it might be cited as examples of good ventilation, but I believe none of them may be said to equal Nant Melin in this respect; and its manager, Mr. George Kirkhouse, who is responsible for the safety and direction of this colliery, may justly be proud of its condition, as being the first in the first class. I should hope that the Government Inspector, Mr. Wales, will not fail to draw attention to the fact that this colliery is worked with naked lights, in some of his future reports.

A MISTRUST OF SAFETY-LAMPS IN COLLIERIES' HANDS.

May 1.

MINING ENGINEERS, AND ACCIDENT POLICIES.

SIR,—Referring to the correspondence that has appeared in the newspapers lately as to the validity of the policies in the Accidental Assurance Company, and finding that although Mr. Jeffcock was not himself an actual paid servant of the Oaks Colliery Company, still inasmuch as his partner, Mr. Woodhouse, was such, it is quite clear that he (Mr. Jeffcock) was discharging the duties devolving upon him, when he so nobly, and at the same time unfortunately, lost his life. In an emergency like that of the Oaks Colliery, it cannot be denied but that Mr. Jeffcock was in the discharge of his duties; and, consequently, could not be said to have rushed across the country to risk his life, or "expose himself to voluntary danger," as the secretary of the Accidental Assurance Company would have the world to believe. Being myself a holder of a policy in the said company, I have already intimated to the agent, through whom I pay my yearly premium, that unless the directors forthwith reconsider their position, and pay their honest debt, that I shall not only discontinue my own payment, but at the same time will advise every other engineer of my acquaintance, whether civil or mining, to do the same, so long as such line of policy is continued; and I would respectfully suggest to the general body of engineers that they should subscribe to a fund, in order to obtain legal redress against the company for the amount of Mr. Jeffcock's policy. If every engineer would volunteer even a small subscription it could be carried out without putting the family to any expense. For my own part, I am quite willing and ready to pay my mite, and I hope that my brother engineers will act upon the suggestion, and take the matter up in earnest. [I enclose my card.]

April 30.

A MINING AND CIVIL ENGINEER.

EMPLOYMENT FOR CORNISH MINERS.

SIR,—I hear that there are 2000 miners out of work in Cornwall. You would be doing them a great kindness by letting them know, through the Journal, that they can find employment in this district, at high wages, to work as colliers. A COLLIERY MANAGER.

Wrexham, April 28.

THE OPERATION OF THE CHAIN AND ANCHOR ACT, AND ITS FAILURE.

SIR,—When the Act came into operation, the chain-makers were compelled, at great expense, to erect testing-machines to meet the requirements of the Board of Trade, and by these machines were obliged to test the various sized chains to the scale required by the Board of Trade—the Navy test. At the same time that the Government Act was put in force, Lloyd's Committee framed a law for themselves, to the effect that they would not class any vessel unless her chains and anchors were tested at a public testing machine approved by themselves. From this time an inferior class of chains has been made than formerly were required. Prior to these regulations there was a class of trustworthy chain-makers, who manufactured good chains, and obtained a fair price for them. The chain cable that was required to stand merchant proof was sold at a given price, and the purchaser knew what he was buying; and if he wanted a superior chain, to stand the Navy test, then he had to pay a higher price for it, and that price included superior iron, better workmanship, and for the amount paid a first-class chain was supplied. Since Lloyd's stringent regulations on the one hand, and those of the Board of Trade on the other, a great change for the worse has taken place. First-class chain-makers, who hoped that these regulations would not only improve the quality of chains, but prevent all inferior chains being sold, causing good chains alone to be in demand, have been very much injured, annoyed, and disappointed. The purchaser of chains and anchors, knowing what will satisfy Lloyd's, asks the lowest price of chains—public test (nothing more is required); and in honest competition in business the manufacturer agrees to supply the article to pass Lloyd's, and now the same kind of chains, sold in time past for merchant proof, are sold for public test, and at the same price. A best chain is not asked for, such as was supplied for Navy test; in fact, it is easy to see why the Act has failed. If the Government had left the case alone, and Lloyd's had taken it up in the way they have done, the object sought would have been gained. Government interference, in its compulsory measure, has done the trade great injury, and lowered the quality of chain-cable, the Navy test being all that is required, and the purchaser not being aware that the test required is not a sufficient guarantee for a chain of the best quality. For my part, I would not put so great a strain upon them; I am certain it has a tendency to injure the chain, by breaking the fibres of the iron. I would prefer a test just sufficient to try the soundness of the welds, without destroying the elasticity of the chain, or reducing it in size. To ensure good cable chains, the principal thing is good iron; if that is right there is no fear of the rest, and to know you have that inspect it before the chain is made. Try a portion of chain made from it: give it a severe test, if satisfactory work it, if not condemn it. If this plan were adopted there would be good chains. The breaking of chains, and losing of chains and anchors, would be a rare occurrence. If Lloyd's superintendents were employed at the different works, testing the quality of iron, and trying the breaking strain occasionally as new iron came in, the interest of the merchant service would be much better secured. If I were a shipowner I would try my chains in this way. I would be certain of

the quality of the iron. Lloyd's test is not at all satisfactory. As the case now stands, there is no satisfaction for either the manufacturer or purchaser, and the sooner the Act is repealed the better. Why when, as is often the case, hundreds of lives and property of great value are all dependant on a chain-cable, should more inferior iron be used than is put into other chains. In other departments of trade, where life and property are at risk, and where there is no Government inspection, or Lloyd's superintendents, good chains are had, and an inferior one is not allowed to be used. In the mines, where the men have to go down the pits, the best of chains are used. We have made these flat and round chains for many years, and iron has invariably been used at a cost from 30 to 40 per cent. higher than is used in cable-chains.

WILLIAM BAYLISS.

Victoria Works, Wolverhampton, May 1.

ENCUMBERED ESTATES COURT (IRELAND).

SIR,—Your correspondent, Mr. George Henwood, in his business-like and practical letter in last week's Journal, on "Encumbered Estates Courts (Ireland)," has made a good suggestion, which I am confident would be carried out if capitalists or their agents knew when such estates as he mentions are in the market, but how are we to know when and through what channels reliable information can be obtained? Few of the Irish newspapers are sufficiently circulated in London, and were they ever so numerously distributed, I presume the catalogue of land sales would be so very extensive as to distract attention, and create a waste of time in perusal to seek for the desired subject: but if the lands supposed to contain minerals, and offering opportunities for investment, were known to be in the market, I am confident many would be the parties who would gladly avail themselves of the chances. Most undoubtedly the well-known mineral wealth of Ireland would be far more effectually developed than at present. I hope his suggestion will be acted on, and that in the columns of the *Mining Journal* we shall read the advertisements and particulars of such estates when on sale.

A REPRESENTATIVE OF UNEMPLOYED CAPITAL.

HISTORY OF MINING—No. II.

SIR,—In my last letter I called your attention to a communication from a clergyman on the Origin of Mining. His letter also referred to the desirableness of a succinct, but complete, *History of Mining*. Its history, however, like its origin, is wrapped in obscurity, chiefly so because of the remote antiquity in which it began, the recent origin of printing, and the universality of mines.

It is remarkable that while every zone has its own flora and zoological life, mines are peculiar to none—all zones are rich with metallic treasures. There is gold in the Ural Mountains, in Wales, in Ireland, in Africa, near the line, and in all climates in the western hemisphere, from the snow-clad rocks of the Canadas, to the graceful undulations and hills of Paraguay, just outside the tropic of Capricorn. Silver also is found in the British Isles, in several countries of Europe, in the great continent of the western hemisphere, more especially from Nevada to the confines of Central America. Tin, which used to be considered an exclusively British product, abounds in the great Eastern Archipelago, and lately it has been assigned to other regions. Coal is now known to be almost universally diffused. It is a great staple product of our home islands, it is obtained in Belgium, France, and elsewhere in Europe; it is abundant in America, and found in places of remote access. It is extremely difficult to say what quarter of the globe is most endowed with mineral treasure. Europe owes much of her modern civilization to it, and there can be no doubt that the future of all parts of America, from the Canadas to Buenos Ayres, will rest much upon the development of their mines. Looking at Europe, how vast the wealth which has been contributed to the common welfare of Great Britain by her mines! The modern prosperity of Belgium turns upon hers. The Iberian Peninsula, once more renowned for mineral riches, has still much. Very many districts of Hungary, such as Schennitz, Kremnitz, Konigsberg, Neusohl, Schmelnitz, Bettler, and Roseman are mineral, yielding gold, silver, copper, lead, iron, coal, rock-salt, &c. The mines of the Alt Mountains lie beneath a vast region. Germany yields silver, copper, lead, iron, cobalt, &c. There was a cry raised some time ago in England among the metal merchants that the copper of the world was nearly exhausted; but the metal is produced in scores of countries the most distant from one another, and dissimilar in climate, such as the British Isles, Germany, Hungary, Sweden, Norway, Chili, Peru, Bolivia, Brazil, Australia, China, Japan, Persia, Arabia, Tartary, Abyssinia, the Ionian Isles, Barbary, Morocco, &c.

This marvellous universality in countries inhabited from a remote antiquity renders it as impossible to trace the early progress of mining as its origin. In England we know that while the Prophet Ezekiel was unfolding the rolls of a mysterious future, "the ships of Tarshish" were exchanging the cloths, stuffs, and other products of Tyre and Sidon at the landing-place of Marazion, in Cornwall, for the tin of that ancient kingdom. At that time there must have been considerable progress made there in actual mining, for the means of carriage were highly civilised in character, and the degree of civilisation attained in other respects considerable. At first the tin was procured there by the simple process of stream-washing. The tin was found in "bottoms," or low grounds, where lumps and smaller fragments of the ore, washed from holes in neighbouring hills, subsided, and were separated from the earth in a granular form by the friction of water. There are vestiges of this remote practice in Cornwall at this day. Lodging in clefts of rocks, or mixed with upper surfaces, considerable quantities of ore would in that early age be found. Deep mines could not then have been worked, for iron was not known then; implements of wood were used, specimens of which are shown in our museums. At a very early period, however, the beds of metal were followed to their lodges. There are instances in Cornwall of old workings at such a depth that they can, even with modern machinery, hardly be kept dry.

The Romans, we know, went beneath the surface, both in Cornwall and Wales, and showed skill and energy. Neither the Saxons nor the Danes very actively followed their example, but the Norman showed their usual energy in doing so. So gradual was the process in every country, from mere stream-washing to mining proper, that no history of the progress could be written which would, at the very least, have an authority beyond shrewd and intelligent conjecture. It was as geology, and, as connected with it, scientific mineralogy, mechanics, chemistry, hydraulics, &c., advanced that mining became a scientific operation and a great enterprise. As these were developed so was it. The invention of gunpowder greatly facilitated mining operations. The old gad (the Cornish wedge) was, of course, too simple an instrument, and too weak a force, to do what blasting now effects, whether with powder or cotton. Before, gunpowder fire was applied by miners to rocks, with some success. Cornishmen formerly were slow in adopting improvements, as is exemplified in the history of the employment of gunpowder in mines. The Magyars and Germans both lay claim to be the first in applying it, 246 years ago. Half a century elapsed before the English adopted it, which took place at the copper mine of Ecton, in Staffordshire. But even then some Germans were imported to conduct the operation. Fourteen more years elapsed before the West of England men used it, and then credit must first be given to Somerset. From Somerset the practice gradually travelled westward. How little the ancient British old women and girls, stream-washers, in the remote antiquity of tin finding in Cornwall, could dream of such works as one of their descendants, Dorothea or Doll Coath, would give her name to, and how numerous the steps which make the mining history of the interval. The History of Mining, in all countries which possessed an old civilisation is, no doubt, similar to that of our own. But in new countries the mines are at an early period wrought by scientific methods. Whatever degree of interest may now be attached to the history of mining, how trivial it is compared with that which shall accompany its future. Over vast tracts of the earth, now scarcely inhabited, and in regions where, although men abide, civilisation is absent, or but in its infancy, the strokes of the miners' engines, the clanking of the pump chains, and the sound of the pick, the crowbar, and the hammer will be as music to countless thousands of intelligent, industrious, and contented men, who will draw from the womb of our fruitful mother treasures as much greater than we now

receive thence as, we trust, the days of the future will be brighter, more peaceful, and happier than the past. THOMAS SPARGO.

Gresham House, London.

SLATE QUARRYING IN WALES.

SIR,—Since I have been in Wales I have learnt that an impression prevails that other letters than those bearing my signature, which from time to time have appeared in the Journal, have emanated from me. I only desire that the real facts may be known. I have not for 30 years published a letter on any subject without appending my name to it. A real signature does not give any weight to an argument, but it does more than that, it gives an assurance that the writer believes what he states to be true, and his statements must agree with his known and recorded opinions. Not so often with anonymous writers, who for private objects sometimes put forth statements and arguments in opposition to their otherwise expressed opinions. I have known some cases of that kind in my experience.

Very few insinuations against, or attacks on, individuals would appear if the writers were known, and great mischief would be avoided by requiring not only a private (often difficult to be reached), but a public voucher of a writer's sincerity. "A Man of Experience," who does not attack individuals, is quite capable of taking care of himself, and writes like "a man of experience." I know not the writer, who deserves all the credit of his straightforward advocacy of truth. I have no wish to depreciate any quarry property; on the contrary, I sincerely wish success to every honest undertaking of the kind, honestly conducted. Slate quarrying in Wales is yet in its infancy. Carnarvon, North Wales, May 2.

THOMAS HARVEY.

THE BRITISH SLATE COMPANY.

SIR,—"A Man of Experience" has chosen to construe the "silent contempt" with which his communications have been treated into an inability to answer his assertions. As it is just possible that such of your readers who are not shareholders may be misled by such an observation, allow me to inform them that the directors have invariably made it a rule, since the commencement of this company, to give their shareholders the fullest information they can possibly require, and to decline answering or taking any notice of the attacks or observations of those with whom they have nothing whatever to do. They have not the slightest intention of deviating from their rule in this instance, and I hope those of our shareholders who very naturally feel indignant at the attempt to injure and depreciate their property will treat such communications in a similar manner. At the same time, permit me to observe that there is not even the shadow of truth in any of the figures or assertions with which "A Man of Experience" has been abusing the courtesy which has permitted their publication in your columns.—April 29.

JOHN A. L. BARNARD, Sec.

SLATE QUARRYING IN WALES.

SIR,—In the Journal of April 20 I observed a letter from an anonymous correspondent, who signs himself "Moel Hebog," and who makes the following statements respecting this quarry:—

"That it is a narrow vein of slate of a singular dark colour, classed 'feruginous'; the slate difficult to sell, and that all the practical men in the neighbourhood state that it had never paid its working expenses."

Permit me to reply by stating that the slate vein upon this property is as wide, if not wider, than any other slate vein in Wales, that it is of a light-blue colour, that I never heard it classed "feruginous," or any such absurd title, that I have always had twice as many orders in hand for slates as I could supply; and, lastly, that no practical men exist in this neighbourhood. In fact, this property is situated in the middle of a range of mountains, 1800 ft. above the level of the sea; all the workmen have to be barracked. It is, indeed, so isolated that there are only some two or three small cottages of mountain farmers, and with the exception of when the directors or shareholders visit the quarry, or some adventurous tourist in autumn, I do not see a strange face from one year's end to another. The nearest quarry is that of Lord Penrhyn, some seven miles off, and the nearest to that are the Llanberis Quarries, 20 miles from this place. Perhaps it is needless to add that the opinion put into the mouths of these practical men is as utterly fictitious and as devoid of truth as the other statements in "Moel Hebog's" letter.

The next time your correspondent writes I hope, if only to show that he has some knowledge of what he is writing about, he will give your readers the information as to the width of the slate vein upon this property, as also the width of the other slate veins now being worked in Wales, and that he will also give the names of the practical men who are my neighbours. I shall be delighted to make their acquaintance. And, Sir, may I add, it may be the ignorance of a person living 1800 feet above the level of the sea all the year round; but I confess I cannot help thinking it strange that the assertions of an anonymous correspondent, founded on the supposed assertions of some practical men, not only equally anonymous, but non-existent, and calculated to damage and injure property with which they have no connection, should have been allowed insertion in the columns of a respectable paper like the *Mining Journal*. It is so easy to write that practical men say so and so—so easy to make sweeping assertions and charges against either property, companies, or individuals, leaving the onus of proving that such statements are false upon the accused party, that any correspondent making such assertions should be bound, not only to sign his name to the same, but also give detailed information upon which such assertions are made; and, if they are made upon the authority of others, give their names also, and failing doing that to your satisfaction his communications have no right to the publicity of your Journal.

Cwm Eglia Quarry.

THE MANAGER.

[ADVERTISEMENT].

THE BRITISH SLATE COMPANY.

SIR,—In his notice of what he fancies is a blunder, "Truth" has only found a mare's nest of his own making in his letter in last week's Journal. I was quite aware 1500 tons of slate a month are 18,000 tons a year. But whilst fixing it per ton as the limit of profit to be divided in good quarrying, I gave those who might think 12s. not too much the benefit of a difference of opinion, and said:—"Therefore 15,000 tons a year is within the paying mark." "Truth" says:—"Had he the figures to start with that I have," &c., and then does not give us one of them. Is not this quite destructive of his signature? The conclusion is irresistible. He gives us heaps of words—much fire, but no answers to my brief plain questions, though such answers, if sufficient, must have been fatal to any design of "bearing" British Slate Company's stock, had he really fancied (which I do not believe) that I wrote for that purpose. The directors are wiser in their generation, but their prudent silence will avail them little if this correspondence is prolonged. Bit by bit so much of the truth will ooze out as will leave at last but little to be hidden or revealed. I now learn from "An Old Shareholder" that of 100,000l. stock only 70,000l. has been issued. "A Shareholder" before told us 60,000l. had been expended in quarry workings. This renders needless another question in addition to the two former, which I now repeat:—

I.—What was the produce in tons of slate and slabs of the Vron and Cwm Eglia Quarries in 1866?

II.—What was the amount actually paid in cash to shareholders of the dividend declared in March last by the British Slate Company?

III.—What would be the balance in hand, after payment of all debts and liabilities, when the British Slate Company declared their last dividend?

Where in a quarry the produce so far exceeds cost as to allow reserves out of receipts for extended workings, these reserves are invested, we may say, at compound interest, continually increasing produce to provide further capital, to be reinvested in the same way. But when dividends are paid out of capital, continual additions are made to the dead weight of unproductive capital (increasing at compound interest, which at 9 per cent. would rapidly accumulate, so as to prevent even a good quarry from yielding any profit.

April 29.

A MAN OF EXPERIENCE.

PROSPECTS IN THE CAMBORNE DISTRICT.

SIR,—Comprised within a circle of about four miles are mines which have yielded in the aggregate millions sterling of mineral wealth. More than a century mining has been carried on successfully within this area, and it is still the greatest tin-producing district in England, Dolcoath having within the last fifty years returned 3,144,542l. worth of mineral, while the mines adjoining have produced equally fabulous amounts. About the richest part of this great district is, perhaps, that group of mines which embraces South Crofty, Tincroft, Dolcoath, Cook's Kitchen, Roskear, North Crofty, and that part of East Crofty to be in future carried on under the name of WHEAL CROFTY, it being situated in the centre of the whole of the mines, and having some of the same lodes traversing the whole of the area. The present market value of the mines named is about 280,000l., which will increase as the price of mineral advances, and of which there is every probability. The mineral in this part occurs in what may be termed the greenstone belt, and which I have never known (whatever district it may be in) to fail in producing large quantities of copper and tin. In this rock may be seen minute veins of beautifully crystallised carbonate of lime, and wherever they occur in it is in connection with masses of ore below—instances of which occur in the rich Botallack Mine, St. Just, as well as in the Croftys, and, indeed, all other

At the GOLD HILL operations were begun as early as 1850, by a large number of parties occupying small claims, 30 x 40, and the first Gold Hill mill was erected in 1857. An authentic history of this property cannot be obtained, but it is popularly supposed that during the 14 years ending with 1864

terprise in California. Prior to that time, although many veins had been discovered, not one had been opened to any depth, nor had the receipts of ore at San Francisco amounted to more than a few hundred tons, from veins in the vicinity of Prescott City, with some small lots previously received from Arizona. With

The foreign metal markets are suffering from the depression prevailing in business generally. At Amsterdam, Drontheim copper has made 53 fls.; English, 46½ fls.; and Swedish, 50 fls. At Rotterdam, English has made 50 fls. to 52 fls. At Havre, quotations are given as follows:—Chilian and Peruvian, in bars, 73½, 10s. to 74½; Peruvian mineral (pure standard), 76½; United States (Baltimore), 80½, to 82½; ditto (Lake Superior), 84½, to 100½; Mexican and Plata, in bars, 70½ to 72½; Russian, 88½, to 90½. Old yellow copper, 74½; ditto, 74½ to 76½; bronze, 70½ to 76½, per ton. At Marseilles, Turkey has brought for comparison, 75 francs; Spanish, 86½; refined copper, 84½; rolled copper, 72½; rolled copper for roofing, 92½; and yellow ditto, 82½, per ton. At Antwerp, American has made 116½, per ton. At Paris, English, in plates, has realised 81½; Lake Superior, 89½, 45, 46, Chilian, 74½, 10s.; and Corocoro mineral, 80½, per ton. Tin has receded on the Dutch markets; Banca is quoted at 51 fls., and Billiton at 50 fls. At Paris, Banca has made 77½; and Billiton, 83½; and English, 91½, per ton. At Antwerp, Banca has made 77½, 58 fls. per ton; and Billiton, 84½, 58 fls. At Rotterdam, Detroit, 93½; and Peruvian, 74½, to 84½. At Marseilles, Banca has made 84 francs, and English has realised a similar price. Lead has maintained itself better than other articles, but at the same time there have been no great affairs. At Rotterdam, Steuberg has been made 11¼ fls., and German has also brought a similar price. There has been little demand for zinc; advices from Breslau and Hamburg indicate an absence of transactions, as well as considerable feebleness in the Netherlands. Silésie has made 19 francs. At Paris, rough Silésie has realised 227 fls.; zinc from other sources, 227, 8s.; a rolled Yvette-Meuse tague zinc, 28½, per ton. At Havre the quotation for general zinc has been 227, 8s. per ton.

Meetings of Mining Companies.

YUDANAMUTANA COPPER MINING COMPANY OF SOUTH AUSTRALIA.

The fifth annual general meeting of shareholders was held at the London Tavern, Bishopsgate, on Tuesday,

Mr. HENRY HILLS in the chair.

The report of the directors stated that the amount received on sales of copper and ore during the year has been £551, 17s. 2d., and bills of lading are to hand for copper and ore estimated to produce £623. The working expenditure for the period named was £489, 14s. The collective value of copper and ore at surface, on the mine, in the reserves, and at port, with the value of fuel in stock, represent in addition about £8,435, which, however, includes the value of ore in levels, floors, and reserves, estimated at £2,500, while the general assets, as per colonial schedule, give an excess of gross assets over liabilities, inclusive of the above, of £138,373, 2s. 4d., subject to the cost of realisation, and to the depreciation of plant, machinery, &c. The value of rough copper has fallen from 90s. to 70s. per ton, and the sum of £990, 2s. 2d. has been accordingly allowed for depreciation in value of last year's stock of copper and ore. In consequence of the large quantity of surplus ore at surface at Billman Mine waiting realisation, the only underground workings presented are the stopping at the bottom of the 10, north of No. 4 shaft, and the back of the same level south of the big bunch; at both points the lodes are holding good. The number of men employed on the mines and at the smelting works, in all capacities, is 48. With respect to the smelting works, the directors have to report that the reduction of the ore into metal has now become regular and progressive. Two furnaces are now turning out, on an average, about 30 tons of copper per month. A third furnace is nearly ready for work. The delivery of firewood during the past half-year has exceeded 6000 tons. The disastrous effects produced by the drought in checking the progress of this company and other mining properties have induced the Colonial Legislature to remit the rents from date of last payment for three to five years, according to the respective distances of the mines from Port Augusta, which will apply as to the former to Billman, and as to the latter to the Yudanamutana.

The CHAIRMAN having referred to the leading statements in the report of the directors, stated that it was a source of gratification to him to be in a position to inform the shareholders that since the annual accounts were made up the last three months' smelting at the mines had been very satisfactory, for during the eleven months of 1866 there were 73 tons of copper shipped, whereas during the last three months no less than 78 tons of copper had been shipped, and a further quantity of 64 tons was in course of transit—thus showing a considerable increase in the rate of production with only two furnaces. Since the accounts were produced by the drought in checking the progress of this company and other mining properties have induced the Colonial Legislature to remit the rents from date of last payment for three to five years, according to the respective distances of the mines from Port Augusta, which will apply as to the former to Billman, and as to the latter to the Yudanamutana.

A SHAREHOLDER asked whether any decision had been arrived at relative to the reduction of the whole of the ore before shipment to this country?—The CHAIRMAN said that it had been decided not to ship any more ore, but to reduce it into copper.

A SHAREHOLDER suggested an alteration in the form of the balance-sheet, in order that a profit and loss account might be shown.—The CHAIRMAN said that it was the desire of the board to adopt that suggestion as far as practicable. Mr. MARSH said the idea of showing a profit and loss account in a progressive mine was absurd, and would, to a great extent, be illusory. If not fictitious, it was understood that the directors coincided with the suggestion with reference to future balance-sheets, although the accounts rendered were perfectly clear. Some remarks were made with respect to the insertion in the balance-sheet of ore in reserve as an asset.

Mr. SALMON reminded the meeting that on former occasions the shareholders had requested information as to the quantity and value of the ore in reserve, and it was solely in obedience to that request that Capt. Anthony was instructed by the board to furnish the required information, and hence its appearance in the colonial schedule of assets. It was inserted more for information to the shareholders than for anything else.

The AUDITOR stated that his impression was that the value of ore in reserve ought not to be taken as an ordinary asset.

The CHAIRMAN said the ore in reserve was, no doubt, a real asset, the ore being in sight, and by a trifling outlay could be brought to surface, and made an available asset.

Mr. SALMON mentioned that Mr. Martin had returned to the colony with the view of obtaining from the Colonial Legislature more definite and liberal terms for the construction of the railway from Port Augusta to the mines.

The motion adopting the report and balance-sheet was put and carried.

The retiring directors, Messrs. Bartram and Salmon, were re-elected.

Mr. HARVEY, the retiring auditor, stated that having served the office for two years he considered another shareholder should be appointed, to make himself acquainted with the affairs of the company. He, therefore, should propose that Mr. Goodson should be appointed his successor, which, being duly seconded, was put and carried.—A vote of thanks to the Chairman concluded the proceedings.

CHONTALES GOLD AND SILVER MINING COMPANY.

A general meeting of shareholders was held at the London Tavern, Bishopsgate, on Tuesday.—The EARL NELSON in the chair.

The motion convening the meeting was read.

The report of the directors (an abstract of which appeared in last week's *Mining Journal*) stated that some disappointment must naturally have been felt at the non-fulfilment of the promises held out by Captain Paul within the time he had predicted. The directors, however, cannot but congratulate the shareholders on having passed from the stage of sanguine expectation to that of practical matter of fact. The commissioners have fully answered the expectations formed of them, and by their zealous efforts, sound judgment, and wise discretion, have rendered great service to the company. Their timely arrival have saved the company from many serious troubles, and have enabled the directors to thoroughly understand the position of affairs at the mines. The directors had hoped that Mr. Truman's return by the last mail would have enabled them to bring before the shareholders a *bird's eye* account of everything relative to their mission. Unhappily, Capt. Hill's health suddenly gave way. Mr. Truman and Dr. Robinson accompanied him to the ship with every attention, but the directors regret to say that he died on the voyage. Mr. Truman, who was to have returned home, has, with true devotion to the duties of his mission, determined to remain at the mines until a permanent commissioner can be sent out. Under these circumstances, and as so condensed a report has been received from the commissioners, the directors have thought it right to submit a series of extracts from the correspondence of the commissioners. The directors have the distinct assurance of the Central American Association that the purchase of the Javali Mine by Dr. Seaman was entirely without instruction from their board, and took them, as it did the directors of this company, by surprise. Many of the officers of the mine during Capt. Paul's absence, and in ignorance of the directors' instructions to him, strongly recommended Dr. Seaman to make the purchase, on a belief that that company was intimately connected with the Chontales Company. Although Capt. Paul has had many and great difficulties to contend with, he has no doubt laid himself open to censure, but the more serious charges laid against him before the commissioners went out have not been substantiated; and nothing has hitherto led the directors to doubt his earnest desire for the welfare of the company. It is, however, expedient to continue a permanent commissioner for the purpose of controlling the expenditure and the general administration of the affairs of the company in Nicaragua. The accounts previous to August have been found much complicated, but Mr. Truman's return has enabled him to determine that everything shall be made straight. He will allow nothing without vouchers, and will compel all inaccuracies to be made good. The directors will be in a position to present a correct account of all receipts and expenditure from the commencement of the undertaking, to be laid before the auditors previous to the annual general meeting in October next. With respect to the mines, although the work already accomplished is very great, still much remains to be done. The directors have, however, a confident belief, unless unforeseen circumstances occur, that regular and substantial returns may be expected from the mines by July or August next. The directors are happy to add that they have been enabled to comply satisfactorily with the commissioners' request for an efficient accountant by sending out Mr. Burgess, who, during Mr. Truman's absence, has acted as secretary to the company. They hope that he has arrived at the mines, and that he will be of great assistance to Mr. Truman in his present position. The directors are anxiously seeking for a commissioner to relieve Mr. Truman, whose return will be of importance to the company, and whose presence, as secretary to the board, will be no rendered doubly valuable from his personal knowledge of the property.

Copious extracts from the commissioners' letters are appended to the report, in which the fullest belief is expressed in the ultimate value of the mines, but not in the time Capt. Paul had expressed himself able to make them profitable. In the extracts from the statements by Capt. Paul relating to work done, the following passage occurs:—"Nothing of importance has been left undone, whilst from the beginning to the present time everything has been done that could be to forward the ultimate success; and I can now with greater confidence and assurance assert that the truth of my reports hitherto given will all be verified, and that a great success will be achieved. It is merely a question of time to solve the doubts, or to verify the statements."

The CHAIRMAN said that before proceeding to refer to the information communicated to the shareholders in the report which had been circulated by the directors, he would advert to a statement made in a letter that appeared in the *Mining Journal*, to the effect that such companies as these should not be introduced to the public before they were in a position to at once pay dividends. Now, as far as the directors were concerned, they had from the first set their faces against anything like puffing, but they could not possibly help what was done by other people; and, as an instance, he might mention that the last report from the mines was, as usual, sent round to the newspapers, but some inserted only one paragraph, which stated that in the Consuelo Mine a good vein of ore had been met with. In making this statement all he wished to do was to remind the shareholders that from the first the directors had put forth that which they believed—and which they still believed—the company possessed a valuable property, but that the way in which its value was to be realised was by the employment of English capital. It was impossible to realise a dividend until the capital had been applied, and it was equally impossible to apply the capital before it had been subscribed. There was no doubt, however, the statements put forth by others had engendered a great deal of sanguine anticipation among the shareholders—for instance, when Capt. Paul stated that he believed he would be able to send home at a certain period 700 tons of gold per month, most of the shareholders were prepared to expect such returns—indeed, they all believed it was rather under than over the amount that might be expected at that time; and, therefore, it was that the directors had in their

report "congratulated the shareholders upon having passed from the stage of over-sanguine expectation to that of practical matter of fact." (Hear, hear.) The shareholders were aware that in consequence of adverse rumours which had been set on foot against Capt. Paul, it was found necessary to send out a commissioner, and that the result of the investigation was that those rumours were unfounded, while confirmatory opinions as to the capabilities and productiveness of the mines were received. In fact, the whole of the statements of the commissioners tended to show that the company possessed a really valuable property, but that a great deal of "dead work" was necessary to be done before the wealth of the mine could be realised. Happily, a large proportion of that work had been done, and although the outlay incurred in which was for the time unproductive, it was absolutely necessary for the eventual economic development of the property. (Hear, hear.) Shareholders would recollect that from the first it was estimated it would take 2½ years to get the mines into an effective working condition, and that there would be an outlay of 3000, per month, in addition to 25,000, for machinery. Now, those estimates had not been exceeded—he meant to say that certainly 2½ years had not expired, that the monthly cost had not been more than 3000, while the item for machinery had certainly not come up to anything like the computed amount. The directors in their report had been extremely careful not to put anything in an overflattering light—there was now no doubt that the machinery which it was said could never be got up the mines could be taken up, and both of the commissioners were of the opinion it would be on the mines—not erected—by the beginning of the ensuing wet season. (Hear.) As to the amount of returns, that the commissioners had stated would depend entirely upon the number of arrastres and mills they were able to put in operation. He need hardly say the board had urged upon the commissioners to do all they could to expedite the erection of this machinery, for as soon as that was done the shareholders might look for considerable and continuous returns. When he said that he did not mean to say they would be able to do so, he meant to say that, as far as their knowledge at present went, they believed, if no unforeseen circumstances arose, that by July or August—they hoped July—they would receive substantial and continuous returns from the mines. (Hear, hear.) There was another point to which he wished to refer, and that was relative to the disappointment felt at the non-fulfilment of the promise made by Captain Paul of a monthly remittance of 700 tons of gold. It was but fair to Capt. Paul to point out that he had intended to work the old mills for a time, but that the commissioners, as stated in their advice, set their faces against such a mode of working, as they knew very well there would be paid a heavy price monthly for a few ounces of gold, much more than would be incurred by-and-by to return the same quantity when other and better machinery was erected. Therefore, it was not to be supposed the non-fulfilment of this promise arose from a falling off in the productiveness of the mines, for it was fully explained by the circumstance above referred to. He might further state that the directors were most anxious that nothing should be kept back, but that any shareholder calling at the office should be supplied with whatever information he desired; and he trusted that the directors would be able to do so. Rumours had been circulated, as to the commissioners, they had most thoroughly and satisfactorily performed their duties; and although the directors did not think it right to express their feelings upon this point in the report, yet, as Chairman, he had much pleasure in bearing his testimony to the great satisfaction they had given. (Hear, hear.) It was with the deepest regret they received the intelligence that Capt. Hill, one of the commissioners, had died on his homeward passage, as he had proved of the greatest service to the company. Having stated that he should be most happy to answer any question, or afford any information that might be desired, he concluded by moving that the report be received and adopted.

Mr. G. NOAKES, F.G.S. (managing director) had much pleasure in seconding the proposition. After the lucid and cautious remarks of their noble Chairman, he did not know that he had much to remark upon; but occupying the position he did, it might be expected of him to refer to one or two points. His lordship had adverted to the fact that the directors in their report had avoided expressing any views more sanguine than the circumstances of the mines actually admitted; and he, therefore, thought it was not his duty to say anything more in the history of this company when the directors themselves—at least, he spoke for himself—felt a degree of sanguineness which possibly was more ardent than prudent. He believed, however, that from the first meeting he had endeavoured as much as possible to guard the shareholders from being led away by expecting too speedy results. He gave that as a caution, because he knew from experience the many contingencies that arose that could not be foreseen, even in mining in this country, to say nothing of mining in a primeval forest, and in a district where everything was to be created. He confessed he saw no cause whatever at this moment to be disappointed, save upon one point, and that was they had been led to expect large results in too short a time. He had no hesitation in saying that his confidence was as great as ever in the eventual results, and that when the whole of the plant was sufficiently extended the returns promised would be realised. (Hear, hear.) They had now been at work about 18 months; it was true that at the early stage of the company it was computed it would take 2½ years to bring the mines into an effective working condition, that it would take so much money for costs at the mines and so much for machinery, but there was a content which it was a pity had ever been made known; as, however, it was included in the computation the directors are bound to put it forward. He referred to the statement that during the above-mentioned period the returns from the mines would meet the costs. That raised their hopes with regard to the value of the mines, but, as his lordship had informed them, it was impossible to carry out that part of the estimate, inasmuch as the old native mills were in such a dilapidated condition that it was impossible to bring them to bear, as the late lamented Capt. Francis had stated. If the shareholders had carefully perused the extracts of letters appended to the directors' report, they would see that an enormous amount of work had been done—indeed, he (Mr. Noakes) did not see, upon the whole, that there was any cause to despair. With his lordship's permission, he would state his opinion with regard to the immediate future of this company. The machinery was now, or ought to be, in such a position as to commence working as soon as there was ample water-power to turn it. In some of the letters it was stated the machinery was expected to be ready to go to work in March or April, and the only drawback, in his opinion, to that being accomplished was the possibility of there not being at that time a sufficient supply of water, for they had it in evidence that at the top of the valley water was scarce in dry seasons; but he (Mr. Noakes) fully relied upon the machinery now erected at the Consuelo and San Domingo Mines being in full working order, with ample water-power, in June or July next. The machinery was being erected a little below San Domingo, where there was sufficient water throughout the whole of the year for some part of the machinery. Eventually the plant would be continued to the bottom of the valley, where the company possessed the continuation of the Javali lode, and where Captain Paul could be expected to get 36 arrastres, which he thought ought to yield something like 5000 to 6000 ozs. of gold per month, even taking the moderate computation that the yield would not be more than 1 oz. of gold to the ton of stuff. (Hear, hear.) They knew that in many parts of the mines the average yield of the ore was much higher, but he thought, to be safe, they ought not to expect more than 1 oz. per ton. If they could depend upon that, looking at the extent of the mines, he thought there was no doubt they had before them a most prosperous future. (Hear.) He hoped those interested in the company would read the extracts which the directors had placed in their hands, inasmuch as thereby they were put in possession of as the directors themselves knew. There was no doubt there had been some little disorganisation at the mines, and, perhaps, some little faults in the administration of the company's affairs, but Capt. Paul could not be charged with any dereliction of duty, although there may have been some want of management—indeed, he believed the whole could be reduced to a want of administrative ability, but he (Mr. Noakes) believed that in Captain Paul they possessed a man of the greatest energy, and that it would be his utmost endeavour to realise the expectations which he had held out. Shareholders would recollect that there had been already returned 2687 ozs. of gold, which had realised 8000l.; and true more was expected, but that received had been an assistance. Although the present was not the meeting at which, according to the Articles of Association, an audited statement of accounts was submitted, yet it might be satisfactory to the shareholders to know the present financial position of the company, and the more especially as there had been circulated some unfounded rumours upon that point. At the present time the financial position of the company was as follows:

Cash at bankers	£2685 11 3
Arrears of call	2126 11 6
Liabilities—Bills payable	£3256 10 2
Financial position of the company April 30:—	
Cash at bankers	£2685 11 3
Arrears of call	2126 11 6
Cash on hand at the mines, on March 1.	4166 12 0
Deposits with the company's finance agent, Granada	3000 0 0
Liabilities—Bills payable	£3256 10 2
Estimated cost for February (say)	3000 0 0
" " March	3000 0 0
" " April	3000 0 0
Balance in favour of the company	£3,892 4 7

(Hear, hear.) In other words, if everything were to be stopped at the present moment that would be the financial position of the company. Of course, he did not in this reckoning the uncalculated capital, nor need he state that it would be the endeavour of the directors to keep the expenses as low as possible. In all mining undertakings it was advisable to be prepared for the worst; and, therefore, although the shareholders might expect from the reports which had been circulated that the whole of the capital would be paid up, he believed that would not be necessary. Although he could not pledge himself to that statement, yet such was his belief.

Mr. HILL enquired the meaning of the term *arrastre*?—Mr. NOAKES explained that it was a system of pulverisation by grinding, and somewhat resembled millstones.—The CHAIRMAN said that Captain Paul was strongly in favour of arrastres as against ordinary stamping for that character of ore, and no one could have a greater interest in making the property remunerative than Capt. Paul, for, apart from his large interest in the enterprise as a shareholder, his salary, in a great measure, depended upon it.

Mr. NOAKES mentioned that twelve heads of stamps had been ordered as an experiment. He had recently conversed with a gentleman, who had had 30 years' experience in gold mining, as to the best mode of pulverisation, and the result of that long experience was that the best mode to be adopted depended entirely upon the quality of the stuff, and Captain Paul was confident in his opinion that for the Chontales ores the *arrastre* was the best. That form was also adopted in South America, and at the Vallencasa Mines, in Italy. It entirely depended upon the quality of the stuff. Captain Paul, referring to this question, stated that the machinery sent from England is of the proper description, and, although some of the heavy portions are not yet on the mines, when the next dry season sets in they will be brought into the mines, and be made available, as originally intended. In another place Capt. Paul states that "the arrastres, as made, are of the proper description, and will be the best the company can put up."—Mr. E. COOKE enquired whether it had been suggested to send out an engine to be employed as an auxiliary power during the dry seasons of the year.—Mr. NOAKES said there had been some idea that the Consuelo Mine might be advantageously worked with a small steam-engine for stamps, but subsequently it was considered that by a system of tramways and pooling of the water, there would be ample power during the year to grind any amount of ore that could be raised.

The CHAIRMAN mentioned that the threatened revolution, which, happily, blew over, had the effect of depriving them for the time of their native labour;

but the commissioners had turned that to good account, for on the return of the natives they accepted a lower payment than they had before received.

A SHAREHOLDER asked if the company possessed any interest in the San Jose Mine?—The CHAIRMAN said that the company had no interest in that mine, with regard to that mine, but a reference to the map would show that there was not the slightest doubt if the company could secure it for a reasonable price, it would be of great advantage as regards the water-power.—Mr. J. H. SALMON enquired if the directors had yet been able to form an opinion as to the value of the opening of the different lodes bore out the original anticipations of the value of the mines?—The CHAIRMAN said in some of the mines only sufficient water was done to prevent their forfeiture. He had already stated that a large portion of the mining operations consisted of dead work, but as far as the San Antonio Mine was concerned, that was really turning out much better than was expected. Their commissioner, Mr. Truman, who had had considerable mining experience, did not see any reason whatever to doubt that the anticipations originally held out would be realised. Upon this point the commissioners stated that—"From all that has come under our notice, we can form no other conclusion but this, that in due time we shall be able to send such returns of gold as will be the surest proof of the value of the mines, and confirm Capt. Paul's former statements. We have no anxiety as to the ultimate value of the company's mines, but time must be allowed for preliminary work such as we have named, and for the erection of new machinery. In the meantime we will work over the expenditure, and get the greatest amount of work at the least cost."

Mr. HILL asked if any specimens of the stuff had been forwarded to this country?—Mr. NOAKES said that Mr. Truman would bring specimens with him when he returned to this country. The question put by Mr. Murchison was a very pertinent one, as to whether the produce of the mines came up to that anticipated. In reply to that question, he might state that the mines had been only partially opened out, and so far as developed the average produce was over 1 oz. of gold per ton of stuff, but the average would, no doubt, be increased as the development was extended. As to the Consuelo Mine, which created so much interest in the minds of the shareholders, that was now being worked east of the shaft, to the under the point, where in the upper level the rich "nail" was met with, and the last report, the attle had been cleared out of the level, and they had driven 9 ft. into whole ground, in which the lode was found to be 5 ft. wide, and the whole of it producing an average of 5 ozs. of gold per ton of stuff. No doubt in many parts veins of rich produce would be found; but, as already stated, the average of the whole of the mines exceeded 1 oz. of gold per ton of stuff; and therefore, there was no doubt that from their extent the mines could not fail to be successful.

Mr. HILL asked if the point at which the rich "nail" was met with in the upper level had been reached in the deeper one?—Mr. NOAKES said that there were some 10 or 12 fathoms yet to drive before that point was reached.

A SHAREHOLDER, referring to the statement made by Mr. Noakes, as to the erection of 36 arrastres, wished to know if it were calculated there would be sufficient water-power to keep the whole of the work throughout the year?—Mr. NOAKES said that it was impossible to answer that question at present; in fact, he should not like to answer it, but would rather leave it to the circumstances of the time as they arose. With judicious management and proper pooling of the water, they might probably, even in dry seasons, keep two-thirds of the whole at work.

The motion adopting the report was put and carried unanimously.

Upon the proposition of Mr. HILL, seconded by Mr. SALMON, the unanimous thanks of the shareholders were tendered to Mr. Truman, for the able, zealous, and satisfactory manner in which he had discharged the responsible duties with which he was entrusted.

The CHAIRMAN said, on behalf of the directors, he entirely agreed with that resolution, for there was no doubt that Mr. Truman had acted most nobly, and in a self-denying manner, sparing himself no possible pains and anxieties, guided by a well-matured judgment, to promote the company's interests; indeed, Mr. Truman had fully answered all the very favourable anticipations which the board formed of him. (Hear, hear.)

A unanimous vote of thanks to the Chairman and directors was passed, which terminated the proceedings.

ROYAL COPPER MINES OF COBRE.

A special general meeting of shareholders was held at the offices of Gresham-house, Old Broad-street, on Wednesday,

Mr. HENRY R. GRENFELL, M.P., in the chair.

The report of the directors stated that at the adjourned half-yearly general meeting of the shareholders held on Jan. 29, a resolution was passed stating it was the opinion of the meeting that from April 30 mining operations should be suspended until satisfactory terms were made with the railway company for the carriage of the ores, and the directors were requested to give immediate effect to such resolution. The meeting was again adjourned to March 1 to give the directors time to suggest the course they would recommend to be adopted. At such adjourned meeting it was agreed that a special general meeting should be convened for the purpose of taking into consideration the statement of the company, and the propriety of winding-up the same, or otherwise, as might be deemed most advisable. The subject of winding-up the company has had the serious attention of the directors. Circumstances affecting the legal mode of enforcing the liability of the non-paying shareholders rendered it probable that an early winding-up might be advisable. On the other hand, the necessity of avoiding all risk of imperilling the tenure of the property in Cuba rendered it prudent to suspend a final decision upon the point as long as the directors saw their way clear to the diminution of the company's liabilities. The directors, without wishing any formal recommendation, now suggest to the shareholders the propriety of nominating a few of their body to meet and confer with them as to the best means to be adopted for future operations, and of adjourning this meeting to the day on which the ordinary half-yearly general meeting of the shareholders will be held in the month of July next. The correspondence of Mr. Climes shows that to prevent a forfeiture of the property certain works were necessary, which he strongly advocated, particularly as such works could be continued without entailing any loss upon the company. This opinion being confirmed by Mr. Petherick, the directors sent instructions to Cuba that the operations on the reduced scale and the moderate explorations recommended by Mr. Climes should be carried on. The result is, that in place of sustaining a loss, a profit was realised in the month of February.

An estimate of assets and liabilities made up on April 30 showed a balance of the latter amounting to 19,697l., as against the computation of 33,071l.

The CHAIRMAN said the question to be considered was as to the best course to be adopted with regard to the future. It had been seen by these counts submitted that the liabilities of the company had been considerably reduced, and as far as the mines were concerned, the latest intelligence to hand had led the directors to think that it had become a serious question whether the company should go into liquidation, or whether the question should not for the time be deferred. The directors were of opinion that the property presented features of becoming a fair speculation. As to the railway charges, although the letters spoke of the expectation of a speedy decree, the question had not materially advanced. The directors, however, were most anxious to have the assistance of some of the large shareholders to consult with them as to the most advisable steps to be taken in connection with the present and prospective condition of the company. Since the letters were published which the shareholders had in their hands another mail had come to hand, which brought the result of the operations during March. There had been no raised 381 tons of first-class ore, 182 tons of second-class ore, 64 of stone, and 10 of pyrites. With the permission of the meeting, he would read the last advices from the mines, which were as follows:—

April 5.—Your favours of March 1, together with Mr. Petherick's of Feb. 15 and 28, were received in due course. In reference to losing your legal right to the old mine pertenencia, by allowing the water to rise to the 120, my letter of Feb. 15 and March 7, which you had not received at the above dates, make me repeat again of that matter, so that I need not now repeat what was said before; but from all that I can learn here, no doubt whatever remains on my mind that, situated as the old mine is in relation to San Jose, the consequences would be as we have advised you. You have most likely before this time received the February account; with this you have the March one, and a letter descriptive of what we are doing in the mine. By the latter you will see that although there are some prospective difficulties as to supply of coals, &c., we have adopted such measures that I believe no abrupt stoppage of the works need take place; at all events, we can continue working until we receive your instructions based on these later communications. In continuing you to work in the bottom of the old mine, rather than to allow the water to rise, it may be necessary for me to state, in order to prevent misconception, that I have seen no reason to deviate in any respect from the estimate of the general resources of the mine given in my report of Dec. 15. To work the mine on the large scale, and sluk on the lodes in Ysabella, would, in my opinion, be followed by results as stated. The plan now recommended, to take away the ore remaining in the bottom of the mine by a reduced number of hands, suggested itself as being the only apparent means by which you could retain the pertenencia and gain time; and it has been favoured by the fact that the reduction of expenses, as compared with the effective labour retained, has been so great since we dismissed the hired negroes, &c., that the losses in working, previously so heavy, have ceased. We have searched through the shallow parts of the old mine, and have prepared two places for working, which I believe will pay. I cannot yet ascertain the extent of them, but it must be pretty large, and will, I believe, compensate in some measure for the falling off of the north lode in the great mine, in which the ground between the 90 and 120 is now so poor, that except for coping it may improve again I would be inclined to stop breaking it. Mr. Petherick asked me for an estimate of the results, assuming that the water in the old mine be allowed to rise to the 120. It will be sufficient, probably, for me to say that—leaving out the shallow ground in Ysabella which we should lose—there is nothing remaining or yet discovered in the great mine which would in any way, unaided, meet the necessary expenses of the establishment. Taking everything into account, you cannot do better than allow us to continue working as we now are, and at the same time make a few explorations. Instead of an estimate of the results to be expected, you can take the last two reports, and the allowances for contingencies, and 2000l. per annum for replacement of pitwork. As to the immediate general renovation of the pitwork and some of the surface machinery, which should be taken into account if the sinking were to be recommenced, it can be deferred for the present. On the whole, I should hope for some time to clear the expenses. We have almost completed arrangements for testing for the precious metals, and a series of assays shall immediately be made.—J. F. CLIMES.

April 5.—I beg to hand you the accompanying account for March, together with a statement of the working expenses and value of the returns for the same month. You will observe that the ore, exclusive of slimes and precipitate, amounted to 627 tons. Of this quantity, the Great Mine yielded 138 tons, and the Old Mine 489 tons, the latter almost entirely from the slope between the 150 and 160, touching San Jose northern boundary. As to the percentage, I have only to remark that the precipitate is 1w, because on account of the dryness of the season we had nothing but the dressing water to operate on, some of which, not being quite free from waste slimes, we used rather than let it run to waste. The value of the month's produce has been estimated according to assays, upon which I believe I have made sufficient allowance to guard against any over-estimation. Although the quantity is in excess of the previous month, the net value is not comparatively high, chiefly in consequence of the stone ore being scarce, and of lower percentage than before. The expenditure items include, so far as I am aware, all the outlay properly belonging to the month, except the London expenses. It includes also, besides the actual outlay, the estimated expenses due to the reduction of the second-class ore to regulus, these ore at present accumulating on our hands, owing to the suspension of the smelting operations.

HOLLOWAY'S OINTMENT AND PILLS.—All persons afflicted with bad legs, sores, ulcers, and skin diseases who, from want of means or other reasons, cannot obtain the surgical treatment, may release themselves of their complaints by using HOLLOWAY'S purifying, soothing, and healing remedies. In every outward ailment this wonderful ointment brings about the most beneficial results, by checking inflammation, cleansing ulceration, and restoring soundness. Internal pains, rheumatic and gouty torments, enlarged joints, scrofulous swellings, and contracted sinews, may be removed by the Pills, which cool the system and soothe the skin. In all maladies of unusual severity or excessive duration the pills should be taken internally, to root out the last seeds of the disorder, and to hasten the desired cure.

Capt. DINGLE, in replying to questions, stated that the lode had been gradually exposing every fathom of ground sunk, and the deeper the explorations were extended, the more improved both in quantity and quality; indeed, 6 fathoms of ground produced something like 50 tons of munda, worth 30s. per ton, and 5 tons of copper ore, worth 20s. per ton. The present value of the lode in the bottom of the shaft was about 20l. per fathom, the price they were carrying about 4 feet of the ore, but neither the foot nor hanging wall had yet been reached.

Dr. BENJAMIN said the general opinion in the district was that the shaft should sink 20 fathoms deeper, when the mine would become remunerative. Shareholders should be reminded of the fact that they possessed a property that was surrounded by valuable mines.

Capt. DINGLE said that the present engine was capable of taking the mine down to a 50 fathom level, and he believed the returns would pay something like two-thirds of the cost of sinking the shaft.

Mr. NIBBOLD said that Capt. Dingle had informed him that he had rarely, if ever, before seen such a mine at the depth, and expressed the most favourable opinion as to its ultimate value.

Mining Correspondence.

BRITISH MINES.

BEDFORD UNITED.—J. Phillips, May 1: We are taking down the north lode in the 75 east, and find it to be 20 in. wide, and producing good saving work. **BEDOL-AUR.**—H. R. Harvey, May 1: The shaft is now sunk 7 fms. 5 ft. below the 77 yard level, the ground rather hard. The swallow has left the shaft, and is underlying south-east; we shall have to drive a few feet to cut it again, that the water may run away from the shaft. It is not improbable that lead may be met with in this driving. The cross-cut north-west at the 79, near the junction of the Bynla and Mivv lodes to cut the Cotta Waen, has been driven 18 feet, but the lode has not yet been intersected. Several branches have been met with in the cross-cut, and it may be that the lode is somewhat disordered. Jones's pitch in the back of the 77, north-east on the Cotta Waen, has improved since last reported on, and will now yield 15 cwt. of lead ore per fathom. There is no alteration to report in any other part of the mine.

BLACK CRAIG CONSOLS.—J. Smitham, April 27: The 54, driving east on Harriet's lode, is producing good lumps and stones of lead, and a great deal more blende than it did; much water is coming out of the forebreast, which is producing from 6 to 7 cwt. of lead, and 20 cwt. of blende per fm. The lode in the 54, driving east of No. 1, is producing from 6 to 7 cwt. of lead, and 20 cwt. of blende per fm. In opening up the last branch we cut in No. 2 cross-cut, in the 54 west; it has greatly improved for lead; the men had a hole in it to-day when I was underground, which produced a large quantity of lead. The three branches intersected in this cross-cut will yield fully 30 cwt. of lead per fm. The stopes are still producing about 30 cwt. of lead per fm. Our prospects in the west end of the mine have greatly improved this week, and we may now be certain that the bunch of lead gone down in the bottom of the 43 continues to the 54 fathom level. We have 11 tons 13 cwt. of lead dressed and weighed into the house, and about 3 tons of lead on the dressing-rooms. We have begun to dress the large pile of blende and lead which you saw when you were here; this will take us three or four days, by which time the men in the stopes will have succeeded in breaking a good pile of lead.

—J. Smitham, May 2: The lode in the 54, driving east of No. 1 cross-cut, on the new discovery, has improved a little for lead, and is now producing from 8 to 9 cwt. of lead per fm., with a promising appearance. We are drawing a splendid pile of lead from the stope to-day.

BOTTLE HILL.—J. Eddy, May 2: Friday last being our setting-day, the following bargains were let:—Main Lode: A stope west of Bucking-house cross-cut, in the back of the 24 fm. level, to four men, where the lode is about 4 ft. wide, and worth about 4 ft. per fathom. Also a pitch to four men in back of the 12 fm. level; tribute at 13s. 4d. in 12.—South Lode: The 24 fm. level to drive west for four men, at 4 ft. per fathom; the lode in the end is still small and poor. Also a pitch in the back of the 12 fm. level, to four men; tribute 13s. 4d. in 12.—North Lode: The lode in the trial shaft is about 3 ft. wide, and still producing some good work for tin. If all well, I intend going to Truro to see the weight of our parcel of tin on Saturday next.

BRONFLOYD UNITED.—Thomas Kemp, May 1: Settings for May: The stope under the 52 to six men, at 70s. per fathom; lode worth 3½ tons of ore per fm. The stope west of winze in back of the 52 to four men, at 55s. per fathom; lode producing 18 cwt. of ore per fathom. The stope east of ditto to six men, at 45s. per fathom; lode worth 12 cwt. of ore per fathom. The wheel-pit is completed, and we have commenced erecting the wheel.

BRYN GWYN.—H. Nottingham, April 30: The stope we have been sinking in the level going south from middle of incline, east of shaft, being hard and unproductive, I have suspended it, and put the set of men that were sinking the stope to drive on the lower level, south of incline; in this end we have easy ground for driving. The stope west of the bottom level, south from middle of incline, are getting some fine lumps of ore from an east and west joint, which I hope will continue. The No. 3 level driving south, on east side of Field's, is without change. The tributers are raising about the average quantity of ore. I think we shall have about 12 tons for the next sample.

CAPE CORNWALL.—R. Pryor, W. White, May 1: The lode in the rise in the back of the 90 is worth 8 ft. per fathom. The lode in the stope east of rise is worth 9 ft. per fathom, and in the stope west of rise 4 ft. per fathom. The lode in the 70, west of shaft, is very much improved in appearance and character, and the end letting out more water.

CARADON CONSOLS.—S. Bennetts, April 30: The lode in the 90 west is not so wide as last reported, yet containing just as much ore. The 80 west to-day does not look quite so well as it has been. The stope is without much alteration. In the rise above the 54 the elvan has again nearly left it, and the ground becomes more favourable than for two or three weeks past, during which time the elvan has been wet and troublesome. We are now making the necessary preparations for pumping the water from the new shaft with the engine. Within the past week the water has so much increased as to render this necessary, in order to sink to any advantage.

CARDIGANSHIRE LEAD.—E. Pearce, May 2: Glean Rheidol Mine: In the 40 fm. level cross-cut, are near the lode; the ground is much harder than usual, and a great quantity of water issuing from the end. Nothing done in the other bargains for want of miners since my last report. The 30, east and west of shaft, also the winze below the 30, and a cross-cut at the 40, to intersect the south lode, shall be resumed as soon as I can get men for the different bargains. The dressing is going on regularly, and the machinery in good working order.

CLARA UNITED.—J. Davis, May 1: Settings for May: To stope and rise in the back of the 50 to four men, at 90s. per fathom. Stope No. 3 (the 50) to six men, at 70s. per fathom. The stope in back of the 40 to four men, at 70s. per fathom; these stopes produce respectively 20, 30, and 20 cwt. of ore per fathom. To sink a winze under the 40, 3 fms. west of cross-cut, to four men, at 140s. per fathom; lode worth 20 cwt. per fathom. I expect that the engine-shaft will be down the required depth for another level in about a fortnight from this date; the lode there continues to produce 30 cwt. of ore per fathom.

CROWAN AND WENDRON.—R. Reynolds, April 30: The engine-shaft is 10 ft. below the adit; the lode is about 2½ ft. wide, and although at present not rich for tin, yet it is a kindly-looking lode, and I have no doubt but what we shall find a good bunch of tin when we reach the junction.

CUDRA.—A. Cundy, May 1: I have no alteration in our underground operations to report on since last week. We have holed the winze sinking below the 117 with a bore, and there is about 2 ft. of ground to complete, which will be done this week.

DALE.—R. Nines, April 29: The men are again at work in the 44 fm. level cross-cut, and the driving at this time is going on very satisfactorily. This morning we cut a large stream of water, which indicates we are approaching a strong vein. There is no alteration in the tribute ground.

—R. Nines, May 1: Having mentioned in my letter of Monday last I thought from the large quantity of water coming from the 44 fm. level cross-cut we were approaching a strong vein, which appears to be the case, although at present we have not been able to see much of it, as the water drove us before we could cut much into it; it is composed of spar, soft limestone, and clay, and has a most promising appearance. We are again lowering the water with our 7-in. lifts.

DEVON AND CORNWALL UNITED.—T. Nell, April 30: The lode in the 22, west of engine-shaft, is worth 2 tons of good ore per fathom. The lode in the 34 west is worth from 2 to 3 tons of ore per fathom. The lode in the 34 west is now extended about 8 fathoms 3 feet. The lode in the present end, I am glad to say, looks exceedingly well; the bearing part of the vein is 18 inches wide, and containing rich yellow copper and lead ores; for this width we have broken solid lumps of copper from the end yesterday, and now on surface upwards of 100 lbs. weight. I beg here to remark that the lode for the whole distance driven is much more productive in the bottom of the level than in the back, and it is quite evident that there is a very fine lode of lead and copper going down below the 30. In the 30, east of cross-cut, the lode is 7 feet wide, containing clay-slate, quantities of light-coloured gossan, soft spar, and blende, with small branches of lead and copper ores. The lode in this end contains everything that can be desired for lead, and from the quantity of water issuing from the end, I have every reason to believe that there is a good lode in advance of the end. Next week we intend employing additional hands on surface for the purpose of separating the ores, and preparing the same for the crushing-mill.

EAST BOTTLE HILL.—J. Eddy, May 2: We are continuing our driving and stoping in the trial shaft; the lode continues large, now full 8 ft. wide, and producing rich work for tin.

EAST CARN BREA.—Capt. J. Richards (April 25) says:—“Although the lodes at the different points of trial are not rich, they still maintain very fair sizes, and the indications are very encouraging indeed, especially in the 80, east of Thomas's engine-shaft, where an improvement has already taken place. These good appearances, together with the very congenial and easy nature of the ground throughout the mine, are sufficient to warrant an opinion that we shall soon meet with some very good discoveries. Referring again to the pitwork at Thomas's engine-shaft, I would remark that as soon as it is made complete we hope to be able to keep the mine drained with one engine, thereby effecting a saving in our cost of at least 40s. per month. Our returns for the next two months will be about 220 tons of copper ore per month, and our cost for the same period will be (including extra alterations in pitwork at Thomas's engine-shaft) about 900s. per month.”

EAST ROSEWARNE.—C. Glasen, May 2: The lode in King's shaft, sinking below the 95, is much the same as last reported, worth 6 ft. per fathom. In the 95, west of King's shaft, the lode is 20 in. wide, producing a little ore, but not enough to value. In the 95, east of King's shaft, the lode is small and poor at present; but I think this end will shortly improve, as the ground is getting softer for driving. In the 85, west of King's shaft, the lode will be taken down by the end of the week. The two stopes in the back of the 95, east and west of King's shaft, are worth 6 ft. per fathom. The stopes in the back of the 85, west of Hallett's shaft, over the slide, is worth 7 ft. per fathom.

EAST SNAEFELL.—W. H. Rowe, May 1: The lode in the bottom of Glencherry shaft (now a little more than 14 fathoms below adit) is 1½ ft. wide, carrying very regular walls, and composed of the most promising kind of quartz, but no ore as yet. In about a fortnight from this we shall commence to drive out the 15 a few fathoms southwards, but the utmost force will be directed northwards, where I think we ought to come up with the first shoot of ore about the middle or latter part of June. I do not intend to continue the present shaft below the 15, but as soon as possible transfer some of the men to the new shaft. The latter I have started as near the wheel-case as possible, so arranging it as by sinking vertically to intersect the lode at the 15 ft. level, where there will be no necessity for pitwork. The new shaft is in a capital position for proving the ground under the main stream, where I have good reason to believe a large cross vein or slide intersects the Glencherry lode; moreover, in other respects, of an engineering character, I believe we shall never regret having started the new shaft. The water-wheel itself has been erected some time ago, and the “race” cut; also the boxes to convey the water to the wheel will shortly be fixed. I intend to send you an estimate of the cost of a simple drawing machine, which, now that we have the water-power, will be a saving to erect at once.

EAST SNAEFELL.—Special Report—J. Nancarrow, April 27: Agreeably with instructions which I have had from Mr. Curwen, of Liverpool, I beg to hand you my report of the same. The sett adjoins the Great Laxey and the North Laxey. The stratum is the clay-slate, and is of a metalliferous character. The lode now being laid open has a bearing of about 25° to the east of north, with a western underlie, on which a shaft has been sunk about 15 fms. In this shaft you have gone through a slice run of ore, and the lode is of such a character that it may

turn up good any day; in fact, I expect to hear of a bunch of ore in the shaft at any moment. The lode is large—from 3 to 4 ft. wide—and no doubt is one of the offshoots of the Great Laxey lodes, and more than probable the main part. The wheel you are now erecting will be of ample power to sink the mine to a good depth, and I believe you will in depth get on some very good ore, and, with energy and economy, you have a right to expect a good and lasting mine. I have not seen a lode in the island that I like better in the back than the one I saw at East Snaefell, and if you push down your shaft and extend the levels both north and south, you will most certainly have a good mine.

EAST ST. JUST UNITED.—R. Pryor, R. P. Goldsworthy, R. Wearne, May 1: Eastern Mine: Phillips's shaftmen having completed the fork at the 30, they will proceed to fix plunger-lift without delay. The lode in the 20, south from Phillips's, is worth 2½ tons. Western Mine: The lode in the 76, west of shaft, is worth 5 ft. per fathom. The stope in the back is worth 6 ft. per fathom. The lode in the 62 east west is worth 4 ft. per fathom.—Buck Lode: The lode in the 62 east is worth 6 ft. per fathom.—Owl Lode: The lode in the 40, north from Reddipper shaft, is worth 3 ft. per fathom. The lode in the 10, north from West Buck shaft, is worth 3 ft. per fathom. The lode in the adit, north from same shaft, is worth 12 ft. per fathom. The lode in the 29, south from Saveall's, is worth 3 ft. per fathom, and improving.

EAST WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, April 27: The men are getting on well with the sinking of the engine-shaft; the lode is 15 in. wide, with good stones of ore. The 95 east by four men, at 45s.; the lode is 18 in. wide, with occasional stones of ore. The 75 west by two men, at 100s. per fm. The lode is 15 in. wide, and worth from 1 to 1½ tons of copper ore to the fathom. The stope above the 95 west by two men, at 45s. per fathom; lode worth 1½ tons of ore to the fathom. A stope west of the winze by four men, at 50s. per fm.; lode worth 2 tons to the fathom. A winze to sink below the 55 west by six men, at 110s. per fm., where we are expecting to meet with a good lode of ore. The 75, east of the shaft, by four men, at 150s. per fm.; the lode is small. The end to drive east of the north cross-cut, by two men, in the 75, at 110s. per fm.; the lode is small, but letting out a great deal of water, hence we think it ought to improve.

EAST WHEAL LOVELL.—Richard Quentrell, May 1: North Lode: The shaftmen are engaged taking down some ground in the eastern end of the shaft, below the 45, preparatory to fixing pitwork, where the lode is worth 20 ft. per fathom. The stope in back of the 45, west of new shaft, is worth 20 ft., and east it is worth from 15 to 20 ft. per fathom.—South Lode: The 40, driving west, is worth from 50 to 60 ft. per fathom. The stope in bottom of the 40 is worth from 60 to 70 ft. per fm.

EAST WHEAL RUSSELL.—John Goldsworthy, April 30: In the 142 east the lode is from 4½ to 5 ft. wide, composed of capel, quartz, prlan, mundle, and worth 20 ft. per fathom for copper ore, with a kindly appearance to further improve. The north or capel part of the lode contains a little tin in the furthest point; a little behind this point some tin work has been obtained, with a good leader in the back. In the 140 fm. level cross-cut north (Ede's) the water is on the increase, which indicates the near approach of cutting the lode; the stratum is highly charged with mineral. No other change to notice.

—Telegram.—John Goldsworthy, April 30: The lode in the 140 fm. level east is looking promising to improve, worth 20 ft. per fathom. The lode in the 140 fm. level east has fallen off in value, being worth only 1 ton, or 8 ft., per fathom. There is a temporary change.

—John Goldsworthy, May 1: Homersham's Shaft: In the 150 fathom level cross-cut north fair progress is being made, also in cutting trip-plat. In the 140 fathom level cross-cut, driving north (Ede's), fair progress is being made; the stratum is highly mineralised, with an increase of water, which indicates the lode being near. In the 140 east the lode is 5 feet wide, composed of capel, soft quartz, prlan, mundle, and worth 20 ft. per fathom for copper ore, with a kindly appearance to further improve. The north or capel part of the lode contains a little tin in the furthest point; a little behind this point some tin work has been obtained, with a good leader in the back. In the 140 fm. level cross-cut north (Ede's) the water is on the increase, which indicates the near approach of cutting the lode; the stratum is highly charged with mineral. No other change to notice.

—Telegram.—John Goldsworthy, May 1: The lode in the 140 fm. level east is looking promising to improve, worth 20 ft. per fathom. The lode in the 140 fm. level east has fallen off in value, being worth only 1 ton, or 8 ft., per fathom. There is a temporary change.

—John Goldsworthy, May 1: Homersham's Shaft: In the 150 fathom level cross-cut north fair progress is being made, also in cutting trip-plat. In the 140 fathom level cross-cut, driving north (Ede's), fair progress is being made; the stratum is highly mineralised, with an increase of water, which indicates the lode being near. In the 140 east the lode is 5 feet wide, composed of capel, soft quartz, prlan, mundle, and worth 20 ft. per fathom for copper ore, with a kindly appearance to further improve. The north or capel part of the lode contains a little tin in the furthest point; a little behind this point some tin work has been obtained, with a good leader in the back. In the 140 fm. level cross-cut north (Ede's) the water is on the increase, which indicates the near approach of cutting the lode; the stratum is highly charged with mineral. No other change to notice.

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—John Goldsworthy, May 2: In the 140 east, the branch which came in to the lode from the south appears again to be leaving the lode, which is again showing a better appearance, therefore we hope to see an improvement shortly. This is not other change to notice.

FRANK MILLS.—J. P. Nicholls, J. Cornish, F. Cornish, May 1: The east lode in the 145 fm. level north is unproductive of lead ore to value; this end has been suspended to-day, and the men put to rise in the back, against the winze coming down from the 130 fm. level. The part of the lode being carried in said winze is yielding fully ¼ ton of lead ore per fm. The west lode, in the 130 north, has improved, now yielding 4 cwt. of lead ore per fm., and presenting strong indications of still greater improvement. The cross-cut west from the 130 north, on the east lode, is without much change of remark; we expect, however, to communicate this with the end on the west lode in a few days, which will well ventilate both the north ends. We have driven a cross-cut west about 2 fms. from the 115 north, on east lode, which has proved the main or principal part to be standing by the side of level, fully 6 ft. wide at the point of intersection, and yielding good stones of lead ore, with every prospect of an early improvement. The 115 north, on west lode, is without change to notice, and the same remark will apply to the 100 north, on the same lode. In the 45 south from cross-cut, north from engine-shaft, the lode has improved, now holding 20 ft. per fathom, and looking very kindly for still become better. The respective stopes throughout the mine are yielding about the same quantity of ore as for some time past. The tribute department is also looking much the same.

FURSDON.—J. Collins, May 2: The engine is again working well; the water is 7 fms. below the 21 fm. level. The men belonging to the rise in the back of the 21 east have not been able to do much in the rise since last week, the water being up in the 21 fm. level, and the air being very bad. The men are now at work, and we expect to hole every day. There is still a good bunch of ore in the 50 east, the lode in the 60 is of much better quality than in the level above. The 50 east has been extended 17 fms. 10 in. on the north part of the lode, and is within 2 fms. of the perpendicular of the most extreme point of the 50, west from old sump. Moor's winze is down 7¼ fms. below the 50, west of old sump, and a level driven west from the present bottom, on the south part of the lode, 6 fms. 4 ft., towards the 50 east from new mine, through a lode varying in size from 6 to 8 ft. wide, worth from 6 to 10 tons of ore per fathom. A 40 fm. level has been driven east and west from Mollard's winze some 3 fms. for the purpose of proving the lode at that point where we have met with some fine sand, and the lode is of much better quality than in the level above. The 50 east has been extended 17 fms. 10 in. on the north part of the lode, and is within 2 fms. of the perpendicular of the most extreme point of the 50, west from old sump. Moor's winze is down 7¼ fms. below the 50, west of old sump, and a level driven west from the present bottom, on the south part of the lode, 6 fms. 4 ft., towards the 50 east from new mine, through a lode varying in size from 6 to 8 ft. wide, worth from 6 to 10 tons of ore per fathom. A 40 fm. level has been driven east and west from Mollard's winze some 3 fms. for the purpose of proving the lode at that point where we have met with some fine sand, and the lode is of much better quality than in the level above. 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WHEAL UNY.—S. Hoade, M. Rogers, April 27: We have set the engine-shaft to sink below the 130 fm. level by six men, at 35 $\frac{1}{2}$ per fathom. The 130, east of engine-shaft, by four men, at 12 $\frac{1}{2}$ per fathom. The 130, west of engine-shaft, by four men, at 12 $\frac{1}{2}$ per fathom. The 120, east by four men, at 12 $\frac{1}{2}$ per fathom. The 110, east of engine-shaft, by four men, at 6 $\frac{1}{2}$ per fathom. The 100, east of engine-shaft, by four men, at 10 $\frac{1}{2}$ per fathom. The 90, east of engine-shaft, by

four men, at 71. 10s. per fathom. The 130, east of incline shaft, by six men, at 67. per fathom. The 130, west of incline shaft, by six men, at 71. per fathom. The 120, west of incline shaft, by four men, at 81. per fathom. The water has a little abated in the mine.

ROCK-BORING MACHINES.—We understand that one of Mr. Geo. Low's Patent Rock-Boring Machines and Improved Air-Compressors will be tried in a few days, previous to shipment. They are fitted with all the most recent improvements, and will be tried against granite. We hope to publish full particulars in next week's Journal.

CHONTALES.—From the details of the general meeting (which appear in another column) it will be seen that the explanations given with regard to the position and prospects of the mines were received with the utmost satisfaction. Upon a close analysis of the extracts from the commissioners' letters it will be found that a uniform opinion is expressed—that the mines themselves, as far as their productiveness is concerned, are all that has been stated of them, and that it is only a question of time to get the machinery in a position for making returns. Looking at the extent of these mines, and the capabilities they possess, the returns themselves can only be limited by the extent of plant the company erects. This position possesses another advantage—for should the lode in any one particular mine temporarily decline, in others, in all probability, an improvement would take place. From all the data adduced, but one conclusion can be come to—that when the appliances adequate for the working of these mines are in full working order, large returns must unquestionably be made.

GOLD MINING IN ITALY.—The directors of the Pestarena United Gold Mining Company have received the following telegram:—"1300 ozs. of gold remitted to office. Machinery working well, and the field increasing." This is the first remittance of the amalgamated companies, and is fully equal to all anticipations. As far as can be at present ascertained, it is the result of not more than five weeks' operations.

ROYAL COPPER MINES OF COBRE.—From the details of the meeting (which appear in another column) it will be seen that the accounts are even more favourable than was anticipated in last week's Journal. The liabilities are now only 19,600*l.*, whereas in January they amounted to 33,000*l.*—in fact, even better by 11,000*l.*—an asset in Cuba to that amount having been taken into account in January, but omitted in the present statement. So that, after paying the balance, the mines will be clear of all debts, and the entire property, plant, machinery, &c. (the original cost of which, as stated in the accounts, was upwards of 5000*l.*) An enquiry was made at the meeting if those who wished to withdraw from the company could do so; the reply was that there were parties who would take the shares, and put them in responsible names, if the present holders paid up the call of 3*l.* 10s., and 1*l.* 10s. per share in addition.

DYFNGWYM MINES.—After the repeated efforts which, from time to time, have been made by a section of the shareholders of this company—even through our columns—to arouse the executive, and to ensure a measure of reform in the management of this undertaking, we are glad to learn that, at last, active measures are being taken, in conjunction, to hold a special meeting on requisition, which will bring facts of importance before the proprietary. We trust, for the good of the cause we specially advocate, that the result of this combination may lead to the speedy restoration of this valuable property in public estimation.

RAILWAYS AND COAL FIELDS IN NATAL are engaging the attention of gentlemen at present in London, but some of whom have been for many years in the colony. On Wednesday a meeting was held in the rooms of the London and Natal Bank, for the purpose of considering what steps should be taken by way of raising funds for preliminary expenses, which must of necessity be incurred by making exhaustive surveys of the coal fields and of routes for railways. Dr. MANN, who was present on the occasion, gave some very interesting and important information relative to the general geology of the country, and of its physical geography and agricultural resources. He asserted that the coal was, without doubt, one of the true Carboniferous period, and quite equal to at least the average quality of British coal. This subject was somewhat fully referred to in the Journal of April 20.

COAL MARKET.—Only 71 fresh ships came forward this week, principally screw steamers. Business in all descriptions of coal has been fairly active, and the prices quote an advance of 3d. to 6d. upon this day week, a clearance being effected. Hetton Wallsend, 19s. 6d.; Haswell Wallsend, 19s.; Heugh Hall Wallsend, 17s.; Gosforth Wallsend, 16s. 6d.; Tunstall Wallsend, 16s. 6d.; 55 ships at sea.

THE COPPER TRADE.—Messrs. Vivian, Younger, and Bond (May 3) write—"We are pleased at being able to report a much improved feeling in all our articles. It is not so much that quotations show any great advance as that buyers have become plentiful, and holders are not disposed to make selling quotations. There has been an active demand for the week for most descriptions. The very cheap parcels of tough and best seem to have been taken off the market, and we close firm at our quotations. Australian soria have advanced about 1*l.* per ton. A large business has been done in Chili bars at from 71*l.* to 71*l.* 10s. per ton, closing rather buyers at the latter figure. Good ore and regulus still commands 14s. 3d. per unit.

RATING OF MINES.—On Wednesday, in the House of Commons, Mr. P. Wyndham nominated the following as the Select Committee on the Mines Assessment Bill:—Lord George Cavendish, Mr. Villiers, Mr. Percy Wyndham, Mr. Selator-Booth, Mr. Knatchbull-Hugessen, Mr. Henderson, Mr. Kendall, Mr. St. Aubyn, Mr. Colville, Mr. Read, Mr. Liddell, Lord Eustace Cecil, Mr. Leeman, Mr. Beach, and Mr. Kekewich. Five to be a quorum. The Committee met yesterday (Friday) afternoon, *pro forma*, in order to select a Chairman. Their choice fell upon the Hon. Percy Wyndham, member for West Cumberland.

SOUTH FOWEY CONSOLS.—Advices received at the London offices of the company announce continual applications for shares by parties residing in the neighbourhood who know this property and entertain a high opinion of its prospects, situation, and advantages. A prospectus will duly appear in the Journal, as well as circulated to the public, who are invited to make early notification of their desire to secure an interest therein. This company is formed under the rules and regulations of the Cost-book System, which allow shareholders to terminate their liability at any time by giving due notice of such intention, thereby avoiding the pains, penalties, and cumbersome and protracted processes of the Joint-Stock Companies' Limited Liability Act.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

PENHALE WHEAL VOR.—It now appears that the efforts of the persevering shareholders in this mine are to be well remunerated for their outlay. The important improvements which have already taken place in driving the 26 east and 38 west ends, on the near south lode, are fully bearing out the predictions of the agents; and great interest is attached to cutting the Penhale lode in the cross-cut south at the 74, where there is every probability of a rich course of tin being met with. I am also informed there is a cross-cut north at the 84, to cut the main part of Parkwarrah lode, in very congenial ground; and should a good lode be intersected, the mine will quickly become a dividend-paying one.

ROSE AND CHIVERTON UNITED.—This property is attracting much notice. Capt. Trelease thinks that from the halvans alone they will be able to get 1000*l.* per annum profit for the next 14 years.

EAST SNAEFELL.—Captain James Nancarrow, of Shrewsbury, has lately inspected this mine. He states "that the lode is, no doubt, one of the offshoots of the Great Laxey lode, and more than probable the main part." He further states that he had not seen in the island a lode that he liked better than that at East Snaefell, and that with proper management it will certainly become a good mine.

We are informed that Captain JOHN ROBERTS, late of the Brazils, will leave Liverpool early in this month for the gold mines of East Canada and the Chaudiere Valley. Any letters addressed to him will be attended to—care of T. Glover, Esq., Quebec.

EAST WHEAL ROSE.—Good progress continues to be made, and the lode is improving as it gets under the hill. The most satisfactory results are anticipated from the further development of this property.

MR. JOHN HOSKING, MINING ENGINEER,

(Late of Ashburton, Devon).
Mr. Hosking, having had 20 years' practical experience, OFFERS HIS SERVICES as MINE SURVEYOR, VALUER OF MINING MACHINERY, &c. to INSPECT any MINING PROPERTY, either at home or abroad. Terms on application.—14, Liverpool-street, London, E.C.

MR. D. STICKLAND, M.E., having had upwards of 40 years' mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon.
Mining, Railway, and other Shares bought, sold, or exchanged. Shares for sale in mines and quarries that will pay 15 to 20 per cent. per annum.
Offices, 6, Finsbury-street, London, E.C.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, MAY 3, 1867.

COPPER.		£ s. d.	£ s. d.
Best selected, p. ton	82	0	0
Tough cake and tile	80	0	0
Sheeting & sheets	82	0	83 0 0
Boils	84	0	0
Bottoms	88	0	0
Old (Exchange)	70	0	0
Burra Burra	82	0	0
Wire	per lb.	0 0 11 1/2	
Tubes	per lb.	0 0 11 1/2	
BRASS.		£ s. d.	£ s. d.
Sheets	per lb.	9d.-10d.	
Wire	per lb.	8 1/2d.-9 1/2d.	
Tubes	per lb.	10 1/2d.-11 1/2d.	
Yellow Metal Sheath	p. lb.	7 1/2d.-8	
Sheets	per lb.	7 1/2d.-8	
SPELTER.		Per ton.	
Foreign on the spot		21 5 0	
to arrive		21 5 0	
ZINC.		Per ton.	
In sheets		27 0 0	
TIN.		Per ton.	
English blocks		89 0 0	
Do., bars (in barrels)		90 0 0	
Do., refined		92 0 0	
Banca		£88 0 0-90 0 0	
Straits		84 10 0-85 0 0	
TIN-PLATES.*		Per box.	
IC Charcoal, 1st qua.	1	8 0-1 10 0	
IC Ditto, 1st quality	1	14 0-1 16 0	
IC Ditto, 2d quality	1	4 0-1 10 0	
IC Ditto, 3d quality	1	10 0-1 10 0	
IC Ditto	1	3 6-1 4 0	
IC Ditto	1	9 6-1 10 0	
Canada plates, p. ton	13	10 0-1	
Ditto, at works	12	10 0-1	
IRON.		Per ton.	
Bars Welsh, in London	6	10 0-1	
Ditto, to arrive	6	10 0-1	
Nail rods	7	0 0-8 0 0	
Staffs, in London	7	10 0-8 10 0	
Bars ditto	7	10 0-9 10 0	
Hoops ditto	8	12 0-9 12 0	
Sheets, single	9	10 0-11 0 0	
Pig No. 1, in Wales	4	5 0-4 10 0	
Refined metal, ditto	4	0 0-5 0 0	
Bars, common ditto	5	15 0-6 0 0	
Do., mch. Tyneor Tees	6	10 0-1	
Do., railway, in Wales	5	15 0-6 0 0	
Do., Swed. in London	10	7 0-1	
To arrive	10	10 0-1	
Pig No. 1, in Clyde	2	14 0-3 5 0	
Do., f.o.b. Tyneor Tees	2	9 0-1	
Do., Nos. 3, 4, f.o.b. do.	2	6 0-2 7 0	
Railway chairs	11	0 0-5 15 0	
spikes	11	0 0-12 0 0	
Indian Charcoal Pigs.		Per ton.	
In London p. ton	7	0 0-7 10 0	
STEEL.		Per ton.	
Swed., in kegs (rolled)	14	0 0-14 10 0	
Do., (hammered)	15	0 0-15 10 0	
Ditto, in fagots	16	0 0-1	
English, spring	17	0 0-23 0 0	
QUICKSILVER (p. bottle)	6	17 0 0	
LEAD.		Per ton.	
English Pig, com.	19	17 0-1	
Ditto, L.B.	20	0 0-20 5 0	
Ditto, W.B.	22	5 0-1	
Ditto, ordinary soft	20	0 0-20 10 0	
Ditto, sheet	20	15 0-1	
Ditto, red lead	20	15 0-1	
Ditto, white	27	0 0-30 0 0	
Ditto, patent shot	23	0 0-1	
Spanish	19	10 0-19 15 0	

* At the works, 1s. to 1s. 6d. per box less.

† A Derbyshire quotation: not generally known in the London market.

REMARKS.—We are glad to be able to report a rather improved feeling in the Metal Market, resulting from the more encouraging hope that peace will be preserved between the two powers of France and Prussia, and that this summer will not again see the Continent of Europe plunged into war, alike ruinous to the nations engaged in it, and prejudicial to the commerce of the whole world. It seems to be now confirmed that a Conference has been agreed to by the powers principally concerned in the Luxemburg question, and that the Conference is to meet in London on the 7th inst. This is very satisfactory, and will be the means, we trust, of bringing this vexed question to a satisfactory conclusion, and of preventing a recourse to war, which would be so deplorable. The consequence of this agreement has been that a more encouraging aspect is given to commercial operations generally, in which the metal market fully participates, and it is earnestly to be hoped that the result of the conference will be such that one great cause of the gloom which has impended over trade lately will be removed, and that with the prospect of continued peace before us we shall have a return of commercial prosperity. Although it can be hardly said that during the past week business has been very much better, yet there appears to be a more cheerful tone pervading the market, with every expectation that we shall soon see the dawn of a greatly improved state of things, and that we shall have a considerable revival in the metal trade to encourage us after the long period of dullness and inactivity.

COPPER.—We have it from most reliable authority that about 300 copper mines in Devon and Cornwall are now stopped working, and that from 3000 to 4000 of the miners, all being able-bodied, and the most skilled and active of the mining population, with their wives and families, have emigrated; also that our importations of copper ore are most likely to fall very considerably below the average. These circumstances will have a tendency very much to strengthen the market; and, notwithstanding the endeavours of some interested parties to run down the market and cause a depreciation in the value of the article, we feel convinced that we shall soon see a much better state of things arising, and prices rise from their present very low position to something that will be far more remunerative to the trade generally. There is less disposition at present to effect sales at the low prices which have been lately ruling, and many holders decline to sell, except in very small quantities.

IRON.—In Staffordshire the works, as usual, have been slack at this period, but still there are more orders in hand than there have been for some time, and the trade is now looking decidedly more healthy. In Welsh also little has been done at the works lately. The American orders have decreased a little, but there is still a tolerably good business doing with the States, and advices from New York are rather encouraging as to future requirements. On South American account there is only a limited enquiry. As might be expected, the continental demand has been checked by the rumours of war between France and Prussia, and should such a calamity occur the European markets would be but small customers for iron. The improved feeling as regards Eastern transactions is maintained, and there is a probability that additional contracts will be forthcoming from that quarter before long. The home demand is quiet. In Swedish Iron a good business is still doing, and the demand continues very active. In Scotch Pig-iron the market has assumed a more cheerful appearance, a fair amount of business has been done, and the price has advanced to 52s. cash, and 52s. 3d. one month, at which the market is steady.

LEAD.—A fair business is still doing, and prices remain firm at the quotations. Spanish pig has advanced to 19*l.* 10s. to 19*l.* 15s.

TIN.—The market for foreign has rather improved during the week, the hope of a peaceful termination of the Luxemburg question having had a favourable influence. Prices have become more steady, and business has been done in Straits at 84*l.* 10s. cash, and 85*l.* prompt one month. Banca in Holland is now quoted at 52*l.* 1/2, at which there are buyers. The stock in Holland on warrants, on April 30, was 164,356 slabs, against 147,268 slabs same time last year, and the arrivals towards next sale were 35,948 slabs, against 69,840 slabs same time last year.

SPELTER is not quite so good as it was last week, the market being rather weaker; business has been done on the spot at 21*l.* 5s., which may be considered the quotation. The stock in London, on April 30, was 3678 tons, being an increase of 257 tons during the month.

TIN-PLATES.—Makers are not able to obtain the prices fixed at the quarterly meetings, and, with so many new works starting, the supply is likely to continue fully equal to the requirements of buyers.

STEEL.—A very fair amount of business continues to be done in foreign.

QUICKSILVER.—The demand is only limited.

BIRMINGHAM, MAY 3.—Rylands' "Iron Trade Circular" says—Pigs in demand; makers of common bars firm, but complaints of the state of trade in general.

THE TIN TRADE.—Mr. L. Th. van Houten (Rotterdam, April 30) writes—"Our tin market has been very dull throughout the month, the threatening aspect of continental politics created a very uneasy feeling, and with a limited demand and pressure to sell a decline of 3*l.* was submitted to. In the last few days, however, a rather better feeling exists, and more business has been done at hardening prices. Banca was in limited request at sale's price (54*l.*) in the beginning of the month, but prices gradually gave way, declining to 51*l.* sales prompt, and 50*l.* 14s. 14s. prompt. Some more demand having then again sprung up, sales have been made from 51*l.* 1/2 to 52*l.* 1/2 sales prompt. Billiton followed the same course as Banca, but the demand was very limited, the nominal quotation now being 51*l.* 1/2 on the spot, and 52*l.* to arrive. The following statement shows the position of Banca tin in Holland on April 30, from the official returns published by the Dutch Trading Company:—

Import in April Slabs 12,016 18,111 12,283
Total four months 40,891 84,141 83,797
Deliveries in April (old warrants) 8,100 6,140 5,660
Total four months 26,640 61,337 24,517
Stock second hand 99,347 61,850 42,390
Total stock 206,871 215,433 205,591
Stock of Billiton 13,719 13,719 13,719
Quotation Banca 52 1/2 *l.* 47 1/2 *l.* 58 1/2 *l.*
April 30 Billiton 51 1/2 *l.* 51 1/2 *l.* 51 1/2 *l.*
* Of which 410 slabs were Billiton. † Of which 567 slabs were Billiton.

The preceding returns of 1867, compared with those of 1866, exhibit—A decrease on the import for April of 192 tons, a decrease of the import for the four months of 1862 tons, a decrease on the deliveries for April of 366 tons, a decrease on the

deliveries for the four months of 778 tons, an increase on the stock second-hand of 156 tons, a decrease on the unsold stock of 952 tons, a decrease on the total stock of 396 tons, and an increase on the quotation of Banca of 7*l.* 10s. per ton. The quantity of Banca tin now afloat for the Dutch Trading Company is 11,000 piculs, equal to 704 tons. The Government returns for the month of February from Holland were as follows:—

EXPORT OF TIN.		1867.	1866.	1865.	1864.	1863.	1862.
Germany	Tons	138	183	134	90	319	209
Belgium	.....	38	35	25	32	85	209
England	.....	14	—	—	—	—	—
France	.....	45	55	40	114	106	67
Hamburg	.....	8	40	3	14	52	3
United States	.....	—	—	—	—	96	—
Other countries	.....	1	10	—	22	10	4
Total	Tons	244	323	218	262	714	583

According to the official returns, the import of tin for consumption in France has been—

February.		1867.	1866.	1865.	1864.	1863.	1862.
England	Tons	42	138	167	262	227	476
Belgium	.....	—	—	—	—	—	—
Holland	.....	54	12	206	240	240	48
Other countries	.....	32	45	45	75	50	79
Total	Tons	128	224	224	543	517	603

The MINING SHARE MARKET has been more active this week, and a large amount of business has been transacted in several mines, the principal being North Crofty, Prince of Wales, Great Retallack, Chiverton Moor, West Chiverton, Stray Park, Wheal Chiverton, Great Wheal Vor, &c. The standard for copper advanced on Thursday 1*l.*, which is a favourable sign. Foreign tin has also advanced, we understand, 3*l.* 10s. to 4*l.* 10s. per ton, with an upward tendency. The stocks of foreign copper at Swansea, we learn, are getting exceedingly low; and, by late advices, the supplies for the future are expected to be comparatively small. If we add to this that the weekly sales of ores in Cornwall are getting, also, very insignificant, we may naturally assume that with any great increase in trade and in the demand for copper the price must advance considerably. The Cornish sale of ores last week realised 10,000*l.*, and the sale on the 9th will be 1228 tons only, which may average 5*l.* per ton, and bring under 7000*l.* Prince of Wales, 53s. to 54s.; the only changes in the report this week are an improvement in the 55 east to 35*l.* per fm., and in the winze sinking below the 45 to 40*l.* per fm.; the ore sold weighed off 153 tons, and brought, with carriage, 1182*l.* 16s. 1d.; the sampling last week, which is for four weeks (117 tons), is estimated to produce 900*l.*; the produce of the best parcel is 11*l.* per cent.; No. 2 11*l.*; and No. 3, 8 per cent.—thus showing that the quality is not falling off, although there is more yellow ore.

Devon Great Consols, 380 to 400; the accounts published preparatory to the annual meeting show that from Jan. 1 to Dec. 31, 1866, copper ores to the value of 95,505*l.* 18s. 5d. were sold, and 40,960*l.* was paid in dividends, leaving 11,837*l.* 18s. 9d. in hand. The capital account shows a balance in favour of the company of 103,750*l.* 16s. 3d. West Chiverton advanced to 74, but leaves off flatter, with several sellers, at 70 to 71; the 100 west has improved to from 80*l.* to 100*l.* per fathom. North Crofty shares advanced suddenly soon after our last from 4*l.* to 4*l.*, and after a large business leave off at 4*l.* to 4*l.*; the lode in the 120, east of Rule's shaft, getting under the old Pool Mine, which was so rich for copper many years ago, is, so far as seen, worth 15*l.* per fathom. The 183 east still continues good, worth 60*l.* per fathom. Stray Park shares advanced from 3 to 10, 11, but owing to the lode not looking quite so well again in the shaft, they have since receded. East Lovell, 9 to 9*l.*; the lode in the north shaft is worth 20*l.* per fathom; stone west, 20*l.*; east, 15*l.* to 20*l.*; south lode, 40*l.*; west, 60*l.* to 60*l.* per fathom; the slope in the bottom of the 40 is worth from 60*l.* to 70*l.* per fathom. Chontales Gold, 2*l.* to 2*l.*; Clifford Amalgamated, 4*l.* to 5*l.*; Cook's Kitchen, 8*l.* to 9*l.*; East Basset, 16 to 17; East Caradon, 5*l.* to 5*l.*; East Russell, 2*l.* to 2*l.*; East Wheel Grenville, 2*l.* to 2*l.*; Great Laxey, 17*l.* to 18*l.*; East Carn Brea, 2*l.* to 2*l.*; at the meeting the accounts showed a balance in hand of 278*l.* 15s., in addition to ore bills for copper sold in March, 1010*l.* 14s. 10d., and ditto sold on April 11, 889*l.* 2s. 10d. The returns for the next two months are estimated at 220 tons per month, and the costs at 900*l.* per month, including extra work at Thomas's engine-shaft. The prospects of the mine are such as are likely to lead to good discoveries. Great Retallack, 3*l.* to 4*l.*; Great Wheal Vor, 17*l.* to 18*l.*; Marke Valley, 4 to 4*l.*.

South Herodsfoot, 3 to 5; at the meeting, held on the 29th ult., the accounts showed a balance of liabilities over assets of 566*l.* 19s. 3d., and a call of 10s. per share was made. The cross-cut in the 86 has been driven through (since last meeting) a very congenial blue killas, a distance of 11 fms. 4 ft., making a total distance driven of 13 fms. 4 ft.; and as the drive in the 70 was in very disturbed ground, the agent writes it is impossible to say what effect the slides and cross-courses may have had on the lode at the present depth, but he is hopeful, from the beautiful channel of ground in which the cross-cut now is, that it will be found profitably productive. As some disappointment has been expressed at the delay in cutting this lode, the agent of Treweatha was requested to inspect the mine previous to the meeting, and his report, which accompanies the agent's, fully confirms it; he advises continuing the cross-cut, and sees no reason to fear a good lode being met with when intersected. North Trekerby, 1*l.* to 1*l.*; Providence Mines, 27 to 29; South Condurrow, 12s. to 14s.; Tincroft, 12*l.* to 13*l.*; West Seton, 132*l.* to 137*l.*; Wheal Basset, 62*l.* to 65*l.*; Wheal Chiverton, 6 to 6*l.*; Wheal Grenville, 17s. 6d. to 20s.; Wheal Mary Ann, 13 to 14; Wheal Seton, 87*l.* to 92*l.*; Wheal Buller, 22 to 25; Frontino and Bolivia shares have advanced to 7s. 6d., 10s., and there is evidently a demand for gold mines. Great North Downs, 4 to 4*l.*; the lode in King's shaft, below the 86, is worth 12*l.* per fathom; Sloggan's shaft is worth 30*l.* per fathom; No. 2 winze is worth 30*l.* per fathom; No. 3 winze is worth 12*l.* per fathom; the 70 west is worth 12*l.* per fathom. Wheal Kitty (St. Agnes), 2*l.* to 2*l.*; the mine has improved; the 65 west is worth 15*l.* per fathom, and the lode in the back of this level is worth 30*l.* per fathom. At St. Day United Mines meeting, on April 30, it was resolved—"That these mines be abandoned, and the whole be offered to the lords; and in the event of their refusal to accept them, that the materials be sold, the mode of sale to be determined by the committee."

On the Stock Exchange during the week there has

WATSON AND CUELL'S MINING CIRCULAR

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

MESSERS. WATSON AND CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon mines and mining, and the state of the share market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. WATSON, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. WATSON and CUELL have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share dealing than there is at present; and, from the lengthened experience of Messrs. WATSON and CUELL they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public that they transact business in the public funds, railway, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are also daily asked their opinion of particular mines, as well as to "recommend" mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment, and then, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are able to supply shares in all the best mines at close market prices, free of all charge for commission.

PRIVATE CIRCULARS.—If we refer to this matter again it is against our wish, and has been forced upon us. We do not object, and have no right to object, to the honest expression of opinions, whether they should happen to be adverse to our interests or otherwise. But we do object to falsehoods when they are pointed at ourselves, and to slanderous and libellous insinuations against honest agents. One of the remarks in the circular we denounced was—"the mine (Prince of Wales) will, doubtless, be worked for the London market, sinking will, probably, be a distasteful operation, as it will entail an extra cost of some 40l. per month." This was not a fair expression of opinion, but a gross libel upon the management and Captain Gifford. But there is now another Richmond in the field. We tread unconsciously upon the corns of East Chiverton, and the advertiser who appears so wrathful about it last week in reality ought to be thankful to us, for it has given him an opportunity for—well, we suppose we must not say puffing! Our remarks related solely to a recommendation of shares which had proved injudicious. We said nothing whatever about the prospects of the mine, of which the advertiser goes out of his way to say "we know nothing." We wish we did not. Perhaps, however, we know quite as much about the mine as the advertiser. We do not want, however, to enter into its merits or demerits in this place. It may be a good speculation, and we dare say it is, for those who like it; but everybody knows that the ore ground at Wheal and West Chiverton dips west, towards Chiverton Moor; and, therefore, the parallel attempted to be drawn between the latter mine and East Chiverton is not quite judicious to one who is adverse to puffing. But to return to the writer of the "private circular." He says that East Chiverton cannot lay claim to the "mysterious rich lode of West Wheal Metal." We wonder what in the world this is meant for! Can it be that it was intended to remind the public how we acted in West Metal, and how the writer of the circular and others, who claimed the "mysterious lode," have not acted in West Vor? At any rate, it will be strange indeed if through the seeming oblivion of facts shown by the writer it shall now come to the knowledge of some unfortunate shareholder what has become of the money subscribed for that same mysterious lode in West Vor? The readers of the Journal will not have forgotten the correspondence on that subject some few years ago. Upon the report of Capt. C. Thomas, that the rich Metal lode of Wheal Vor ran through the set of West Metal, we introduced it to the public, and raised 5000l. to work it. Soon after this, certain parties in the market bought for a small sum a very small sett, which they called West Vor, and said they had the rich Metal lode, which was not in our West Metal at all, and that Capt. Charles Thomas was altogether in the wrong. There were several agents who say that they went through West Metal and several to give their opinion that it passed through West Vor, and the end of it was (so far as we were concerned), we publicly stated that, as we had introduced West Metal to the public solely upon the merits of Metal lode of Wheal Vor, and there seemed to be a difference of opinion, and at least a doubt about it, we should pay all the costs incurred ourselves, and return the 5000l. subscribed in full to the shareholders. This we did, and in doing it we stated that as the West Vor promoters were issuing 4000 shares at an enormous premium, upon the faith also of the rich Metal lode, we left upon them at least the moral obligation to return the money they received, should they not succeed in proving the lode. Now, it is somewhat singular that the writer of the "private circular," who referred to the matter last week in such an extraordinary manner, was one of the advocates of West Vor, in direct opposition to us; and in his circulars at the time strongly recommended the shares at 3l. each. And will the writer allow us to say now, that we know of no more interesting matter with which he could fill his next circular than the answers to the following questions:—1. Has the rich Wheal Metal lode ever been proved in West Vor?—2. Is it true that the company has been working up?—3. Have those who paid 3l. per share for West Vor seen the strength of the rich Metal lode received back their money intact, as those in West Metal did?

PRINCE OF WALES.—"A. B."—We hope next week to give the exact distances of the 45 and 55 west from the cross-courses in Prince of Wales. These cross-courses, we have no doubt, make the ore, but as the lodes come in contact with them, they are generally disordered for a few feet on either side; and should the ends fall off as they near the cross-courses, of course advantage will be taken of it to knock down the shares if possible. The 45 west has been for some time through the first cross-course, and is worth 60l. per fm. The 55, worth 70l. per fathom, is a long way behind the 45, and not up to the first cross-course.

CHONTALES.—"R. L."—Next week.

CHEMICALLY PURE SILVER.—Mr. Gutzkow presented to the California Academy of Natural Sciences a sheet of chemically pure silver, three feet in diameter, about two ounces in weight, and as thin as fine paper. The colour was beautifully white, and the texture like fine lace. This silver was obtained by mixing solutions of protosulphate of iron and sulphate of silver in a large dish, when the silver rose to the surface and there formed into a sheet. Successive sheets will rise with each stripping. This easy mode of obtaining chemically pure silver is of much practical value.

LEAD SMELTING WORKS IN GREECE.—Mr. Erskine, the British Minister at Athens, reports the successful operations of a French company, which has established large lead smelting works in the district of Laurium, not far from Cape Sunium. The company employs upwards of 500 workmen, chiefly natives, and a large and thriving village has sprung up where recently was a desert. It is the only enterprise of the kind in Greece. The neighbourhood abounds in beds of scorite, or slag, from which the ancient Athenians extracted all the silver and lead they could by the comparatively unskillful methods of their day. About 2 per cent. of silver still remains in the lead, which is sent to Newcastle to be refined. But the existence of any portion of the precious metal has so excited the cupidity of all classes, that there is a cry for getting rid of the company by means of high export duties, and a foreign speculation is treated as necessarily injurious to native interests. About 10,000 tons of lead are produced in the year; and when the beds shall be exhausted it is thought the mines from which the ancients derived their ore may be worked, and possibly a field of wealth practically inexhaustible may be opened to Greek industry.

THE IRON-SAND OF NEW ZEALAND.—The company formed last year for the utilisation of the iron-sand of New Zealand has delayed its operations pending negotiations with the Provincial Government, in connection with the official report of Dr. Noad, professor of metallurgical chemistry, St. George's Hospital, on the success of the process of smelting patented by the company. The report of Dr. Noad being highly satisfactory, operations are to be at once commenced, as announced by a further prospectus, just issued. Mr. Jordan, late agent-general for Queensland, has been appointed managing director, intending almost immediately to proceed to New Zealand; the manager of the works to follow with the plant.

AUSTRALIAN NEWS.—Messrs. S. W. Silver and Co. report that at Victoria business was more active, and other gold fields discovered about 18 miles from Dandenong. Six ships had sailed since the 28th ult. with 83,015 ozs. of gold. Total amount of gold exported this year, 257,834 ozs., of which 27,157 ozs. were from New Zealand. These figures, compared with those of last year, show an increase of upwards of 30 per cent. A small but beautiful diamond found at Young's Creek; the second diamond found here. A vein of coal, 2 to 3 ft. thick, had been struck on the River Latrobe, near Sale. At New South Wales commercial affairs were improving. There had been 500 ozs. of gold washed out at Forbes during one week in January. The quantity of coal exported from Newcastle, N.S.W., during 1866, was 645,015 tons, showing an increase of 182,613 tons upon 1865. At South Australia trade was improving, consequent upon the abundant harvest. The railways were working night and day in conveying wheat to the port for shipment for the London and Liverpool markets.

THE GOLD FIELDS AT VICTORIA.—A new gold field has been discovered about 18 or 19 miles from Dandenong, near the Emerald. The sinking is about 18 ft. deep. Good yields are reported from the various centres of mining industry, but no gold field seems able to compete with Ballarat in this respect. The last quarterly report of the Avoncliff Company showed that the yield of gold for the half-year had been 2587 ozs., out of which 4500l. had been paid in dividends. The quarterly report of the Bonshaw Company shows receipts 14,120l., 3300l. paid in dividends, with a credit balance of 7800l., and that since commencing operations 15,144l. has been paid in dividends. The Working Miners' Company paid 9000l. in dividends last quarter. A nugget weighing 17 ozs. 5 dwts. has been found in the workings of the Lady Don Company. On Feb. 15, the Great Western Company bottomed on one of the richest prospects of wash-dirt which has been found in the district for some years. A sample of the earth was shown about, and it is said that it could not be broken in any way without gold being seen in the fracture.—*Argus Supplement.*

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

SIR.—Will some reader kindly favour me with the address of the acting secretary of the San Juan Silver Reduction Company, situated in Hilario, province of San Juan, Argentine Confederation?—G.

TRUMPET CONSOLS.—Will some one connected inform me how it is that Trumpet Consols, which I hear is paying dividends of 10s. per quarter, is not in the list of British Dividend Mines, as its omission is calculated to mislead the uninitiated, it being understood that all mines not named in that list do not pay dividends?—A. M.

GREAT MOREWYN SLATE QUARRY.—I have long sought in vain through the Journal for some particulars respecting this company, about which I am particularly anxious for information. There was a meeting held in January, but from that day to this I have heard nothing of the proceedings of the company, though it was going to be re-organised, and the capital increased. I have written twice to the manager, and have not even had an acknowledgment of my letters, which, to say the least, has a bad omen about it, and it makes one almost fear there is something that is best kept secret.—W. C.

MINERAL RIGHTS ASSOCIATION (Limited).—I notice in last week's Journal an enquiry from "The Investor," as to the truth of this company purchasing shares in speculative gold mines. My surprise at the shares of this association being offered at 4s. 6d. is considerably lessened on hearing of such rumours. I became a subscriber for these shares on the clear understanding that they had in view the purchase of a most valuable property in Nicaragua. That proving a failure, was it not the duty of the directors to have called the shareholders together for their opinion as to further proceedings, which they have not done? We were then told of another fruitless errand to California, and we have now the "pleasing" intelligence of hearing our money is being invested in the most speculative of all shares—gold mines. Surely, we have all seen enough of the ruin entailed on the public by such investments. There should not be a moment lost in winding-up and dividing the assets of this company, the shares being all but unsaleable; yet we ought, from the high rate of interest during the period the money has been in the hands of the directors, to have a return of it at least at par, or 20s. per share.—A SHAREHOLDER.

CALLS AND ASSETS.—I much wish that some of your correspondents would answer me the following question:—Can a call be legally made to pay mine expenses when a sum larger than the call will produce is at the command of the management of the mine? I ask this because a mine in which I have shares (Gonamena) has made a call when the accounts show 700l. of good assets, arising from former calls not paid, and which, therefore, being good, as they say, the managers might obtain if they chose. But instead of this they make a fresh call. Is this fair? Is it legal?—ONE WHO PAYS.

STRAY PARK, AND ITS MANAGEMENT.—I have been a shareholder in this mine many years. I find on referring to the Journal of April 20 that the shares are advertised for sale at 15s. each, but on the following week are quoted 5l. to 7l. each, or an advance of (say) 600 per cent. in seven days. This looks well, and I presume the cause is (from reading the quarterly report last week received from the mine) the great improvement at the deepest point reached. If we may take Dolcoath as an index to this property, we must soon see these shares at a much higher figure than they have yet hitherto reached. I find no fault with the management at the mine, nor do I wish greatly to increase the work of any one of the agents, but would suggest to them the time is now arrived when the non-resident shareholders are entitled to hear a little more often how their property is progressing than they have been yet in the habit of doing: for my part I never by any chance hear but once quarterly, when I get a report, accompanied just as regularly by a heavy call; but having faith in the old ship, I have always paid, and hoped on, as I believe we are now on the eve of great improvements. If the agents were to pen a few lines weekly or fortnightly, to be inserted in the *Mining Journal*, I am sure the little trouble given would greatly oblige many others besides the writer, whose shares in this mine have cost him more than 50l. each.—A SHAREHOLDER.

ENCUMBERED ESTATES COURT (IRELAND).—Erratum in line 11, paragraph 5, of my letter on Encumbered Estates Courts (Ireland). Your usually careful reader has overlooked the omission of the word *not*, by which the sense of the subject is lost—in fact, the whole gist of the argument destroyed. The omission, however, is so palpable that the careful reader will at once supply the little missing syllable; nevertheless, it may be as well to intimate a correction of the oversight.—G. HENWOOD: 60, Tritonville Avenue, Sandymount, Dublin.

SHARE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, MAY 4, 1867.

THE IRON USED IN CHAIN CABLES.

We readily find space for a letter which appears in another column from a respectable chain cable manufacturer in South Staffordshire, for the question here involved is not only one of national importance, but it is likewise one of great interest, as affecting the professional fame of ironmasters and others who are engaged in the production of the means upon which our mercantile navy chiefly depends for its safety. It was, therefore, with the best intentions that the Legislature of 1864 passed the Chain Cables and Anchors Act—an Act for regulating "The Proving and Sale of Chain Cables and Anchors." It was passed, as stated in the preamble, because it was conceived "essential for the better security of lives and property afloat on sea-going ships to make provision for the proper testing of chain cables and anchors." In accordance with the requirements of this Act, all chain cables since made have had to be tested by certain machinery approved by the Board of Trade, but it is a fact that since the Act has come into operation accidents at sea by the snapping of cables have been much more frequent than previously. Upon this point Mr. J. S. LAURIE, a well-known shipowner of Glasgow, writes as follows to the Secretary of the Board of Trade, under date March 16 this year:—"I am certain that I understate the facts when I say that for one case before the passing of the Act in which the cables were broken in the riding of the ships, there have been ten such accidents since the Act came into operation." And Messrs. LAMPORT and HOLT, of Liverpool, writing from that port on Feb. 4, informed the Board of Trade that since the month of November, 1865, "no fewer than seven cases of the breaking of new and duly certified chain-cables in use on board steam-vessels, of which they were the owners, had occurred." In all these cases the certificates were such as would comply with the requirements of the Board of Trade surveyors. The last of the cases referred to by Messrs. LAMPORT and HOLT was that of the screw-steamer, Donati, which happened in the Mersey on Feb. 8. This steamer was supplied with two cables, of 150 fms. each, of 1 9-16th in. chain. Both cables broke successively, almost immediately after the anchors were dropped, and while there was but little strain upon them. One of the cables had never been used before, the other had been used only once before. Enclosing their communications to the Board of Trade embodying these facts, Messrs. LAMPORT and HOLT write—"We may be forgiven for adding that so many cases of broken chains have not occurred to us in our previous 20 years' experience as shipowners."

These communications were quoted by Mr. ROBERT GALLOWAY, C.E., Chief Surveyor of Steamships, and Examiner of Engineers, and Inspector of Proving Establishments, Apparatus, and Machinery, in a paper which that gentleman read on the operation of the Act, at a meeting of the Society of Arts, on April 10. Mr. GALLOWAY, to the surprise even of certain shipowners themselves, stated that it should be unmistakably understood that at present the Board of Trade license was only a guarantee that the machine could do a certain amount of work. It was no guarantee at all that it would be required to do so, or that cables tested by it would be tested to the strain required by the Act; or, indeed, would be tested to any given strain. The Act did not ensure an independent test, makers themselves who possessed a licensed machine being empowered to issue certificates. But if the machines should be independent, as at Birkenhead or at Low Walker, still the only test required by statute was a "tensile" strain; in other words, a direct pull of a certain power, varying with the size of the chain. Thus, it will be seen that the test, as now applied, is applied upon the false assumption that strength and thickness are convertible terms, or, in other words, that iron of a uniformly good and high quality is used in the manufacture of all cables. The strain imposed by the Act designed that merchant cables should be brought up to the proportionate strength of navy cables. Previously to the adoption of legislative measures, chains were sold to bear navy test on the one hand, and on the other, merchant test. The merchant test was considerably below the navy test; and the Legislature, in their simplicity, imagined that all they had to do to secure the navy test was to require a certain size of iron, to

bear a certain test, without at all supposing that any other test of quality was necessary. In this way they provided a proof effectual enough, if the iron, when of the same size, would have been of the same quality as the navy cable iron. They omitted altogether, in their calculations, the fact that the custom of the dockyards is to examine the quality of the iron during the process of the manufacture of the cable, whereby the material is perfectly examined, leaving the workmanship alone to be tested by a "tensile" strain.

For such iron as will bear their test the navy authorities pay a fair price, for their test implies a chain capable of bearing a strain some 30 or 40 per cent. over that to which in process of proving it is submitted. The navy price, however, all shipowners are not prepared to pay, now that they know what is the test which will enable them to insure their ship and cargo. That test, however, is, thanks to the vigilance of LLOYDS, somewhat superior to the private test. The committee, observing the practically inoperative character of the Act, resolved that they would insure no vessels the cables and anchors of which had not been tested at machines under the constant supervision of their own agents. LLOYDS' test refers only to the tensile strength of the chain; and if a cable has been fairly tested at a private machine, it will bear LLOYDS' public test. That test obtained, the owner can insure his vessel. But the extent to which a desire merely to be able to effect the assurance prevails with many shipowners is seen by the circumstance that when asking for the price at which a chain can be supplied to them by the makers, they ask for a quotation for an article that will bear the Government test. Other shipowners, misinterpreting the nature of the test, honestly believing that it proved a warranty for a good chain, took the same course in asking for a price to be named. Competition in business does the rest. A few experiments on the part alike of ironmasters and cable-makers soon showed how the Government test might be met at the lowest possible cost. So clever are they, that they can bring their products up to close upon the test without breaking in the machine, but so close that after it has been heartbroken in the machine, nothing more is left for the ship to do than, in the words of the Earl of CAITHNESS, who took part in the discussion which followed the reading of Mr. GALLOWAY'S paper, "to break it." That she did break it Mr. BEASLEY, a shipowner of Liverpool, who also took part in the discussion, showed, when he said that within the last twelve months he had had the cables of a new ship tested at the Birkenhead Works, where there was admitted to be the best testing machine in the country.

The ship he alluded to sailed in May last for Calcutta. She first of all parted one chain in Calcutta, then she came back, and anchored in the Downs, where she parted the second. Here were two cables which had gone through the very best machine, yet they both parted on the very first voyage. Whose fault this was may be inferred from Mr. BEASLEY'S statement, that the explanation of the cable manufacturer was that shipowners, when they had a contract, sent round for the lowest tenders, and the manufacturers went in for the lowest quality of iron that would bear the strain. That Mr. BEASLEY was himself of the number who sought such a tender may be gathered from his honest admission that "in his simplicity he had always thought that when he had a cable which had passed the Admiralty test it would be capable of bearing any strain which was likely to come upon it." Now, what was the quality of the cable which this desire for a low-priced article secured? Let it be understood that the Admiralty test for the cables, of which Mr. BEASLEY complained, is 59 tons. Mr. BEASLEY, upon enquiring at the Birkenhead testing machine, found that whilst the first cable was being proved the first link broke in the iron at 58 tons 15 cwt. Here we see that the ironmasters and cable makers together were clever enough to bring the article up to within 5 cwt. of the test. The next link broke at 58 tons 14 cwt., again in the solid; the third at 57 tons 15 cwt., also in the iron; and the fourth at 58 tons 5 cwt., this time in the weld; so that in only one of the four breakages was the weakness of the chain found to exist in the construction of it. In the second cable the joint producers of it showed a closer approximation to the requirements of the Act, for that chain broke at exactly 59 tons. But notwithstanding these inherent defects, the broken links were supplied with good ones at the Birkenhead Works, and the cables having then stood the test were sent to sea. But what were they now? The iron had been tried beyond the limits of elasticity, the cables were ruined, and, in the words of Mr. GALLOWAY, applied to the testing of chains of a poor quality, it was rendered "a poor weak thing, ready to part on any sudden stress or strain being applied."

Again we ask, whose fault is that? Let those gentlemen reply who are now buying cables in Liverpool at 10s. 6d. per cwt. Now, the lowest price at which iron can be got to bear the Government test is 6s. 3d. per cwt.; let to this be added 2d. for cutting up and blast, wages for making 1s. 3d., waste 9d., delivery free on board 7d., commission 4d., shackles 3d., proving by private machine 2d., public test 1s., and profit 6d., here we have 11s. 3d., even with wages at 1s. 3d. instead of, as they have been up to this Saturday evening, when notice will expire for a reduction of 2d. per cwt., at 1s. 5d. per cwt. Although, however, a cable cannot be turned out with any chance of bearing the test, and with a profit of 6d. per cwt., at less than 11s. 3d., shipowners are buying cables at this day at 10s. 6d. Mr. BETTERLEY, who made the largest anchor in the world, which has just been supplied to the Great Eastern, remarked during the discussion on Mr. GALLOWAY'S paper, that "there were many clever swindlers than the man HOUNDSWORTH, who bored a hole in his vessel; many a clever scoundrel would prefer to buy a cheap cable, which did the business quite as well as the auger." It is clear, however, from the admission of so respectable a man as Mr. BEASLEY, that shipowners, of quite a different class to those so pungently described by Mr. BETTERLEY, are those who encourage this cheap work.

What is the remedy for this state of things? Mr. C. WIGRAM, the Chairman of the meeting at which Mr. GALLOWAY'S paper was read, furnishes it in few words. He said that his own experience of anchors and chains was that there was not the least difficulty in getting sound and good ones by any shipowner who would pay a good price. If they went to the very lowest market, and paid 10s. to 10s. 6d. per cwt., they could not expect the same articles that they would have to pay 12s. for. Mr. WIGRAM quotes the prices correctly; a good chain cannot be supplied for less than 12l. or 12l. 10s. a ton, and the makers would very much rather supply that article than they would the cheaper chain, notwithstanding that they would have to pay all the difference for the iron itself. Henceforth, if a shipowner desires a good chain let him order it of a respectable manufacturer, and give a price which will ensure such a quality being supplied. But if he wishes to have a further check upon the chainmaker than is supplied in the character of the firm to which he belongs and the price to be given, let him empower a practical man to test the quality of the iron and the workmanship that is being put upon the chain during the process of manufacture. If we are to have the Act renewed after Feb. 1872, which is the date of its legal demise, there must be accompanying the present requirements some provision making it the interest at once of the underwriters and the shipowners to secure good iron as well as good workmanship, and no one in that case would, we are sure, more greatly rejoice than the ironmasters and the cable-makers, who are now compelled by the false economy on the part of some manufacturers, or by some less satisfactory object on the part of others, to produce an article which reflects credit upon no one.

INDIAN RAILWAYS.—Although upwards of 3500 miles of railway have now been opened out in India, only 250 miles are at present made with a double line. In consequence, however, of the unexpected development of traffic, a large increase of the double system is in contemplation. The consumption of fuel on the Indian lines has increased every year, and the quantity of coal sent out from the United Kingdom must continue to increase, unless the coal fields of Central India, which are to be connected with the Great Indian Peninsula Railway, prove capable of furnishing the railways of India with good fuel at less expense than is incurred in using that sent from England. The recent conveyance of coal from England to India costing no less than 40s. to 45s. per ton, the price of English coal to the Indian railway companies has ranged of late between 50s. and 55s. per ton, a fact which shows the importance of taking advantage of native supplies whenever it is practicable to do so. At the close

of 1865 there were 733 locomotives in operation on the Indian lines, 80 having been brought into use in 1865. Of the 733 engines, 328 belonged to the East Indian and 143 to the Great Indian Peninsula. At the close of 1865 contracts were pending for 418 more engines, of which 215 were for the East Indian and 140 for the Great Indian Peninsula. The estimated outlay required to complete the guaranteed system of Indian lines is 81,000,000*l.*, of which about 65,000,000*l.* has already been raised. As showing the immense importance of the coal to the Indian lines, we may state that the working expenses of the Great Indian Peninsula Railway amounted in 1865 to 59.08 per cent. of the receipts, an average of 41*s.* 3*d.* per ton having been paid for coal imported from England. On the other hand, the East Indian Railway, which obtains coal from collieries at Burdwan, Raneeungee, and Kurhurballee, reduced its working expenses in 1865 to 45.7 per cent. of the receipts.

THE IRON SHIPS OF THE BRITISH NAVY.

In the remarkable case of CLARE and the British Admiralty, to which public attention has not unfrequently been directed during several years past, and which was again recently mooted in the House of Commons, we have no favour to one party more than the other, and wish to manifest none, unless something of a desire to befriend the oppressed, as oppressed, rather than the oppressors, as oppressors should be so construed. We desire most sincerely to adhere strictly to the plain truth; and all we wish is that our readers should be made acquainted with its precise merits, and that objectors or demurrers to the course of justice may at once learn that, at all events, the subject before us is one which deserves further investigation on the part of every enquirer anxious to accept the good, without caring whence it comes, and to reject the evil in the same way. In objective science there is not the same ground or shadow of a foundation for opposing fair enquiry which captious minds may find for disliking more airy excursions into the far-off distant regions of metaphysical or speculative philosophy. In the science of naval architecture truth and error must obviously act with striking antagonism on searching enquiry. One will and must, of necessity, utterly extinguish the other. Errors in practical shipbuilding, in their very nature, cannot but have a limited existence. By allowing free discussion, and their consequent free development, we ensure their removal; by suppressing both we prolong their unworthy adoption and temporary triumph, and thus improperly cherish a vital energy in falsehood, which its own morbid growth could neither have supplied nor encouraged.

The extreme reluctance so often evinced by the British Government to avail themselves of the scientific discoveries of men of genius may, perhaps, find its most appropriate antithesis in the very facile eagerness with which it occasionally adopts others, of scarcely less significance in point of national interest and widely extended importance, breaking down, however ruthlessly, all opposing barriers, patent and non-patent, legitimate or illegitimate, orthodox or heretical, and with the accommodating eyes of true diplomatic discernment, seeing no need of recognising or rewarding the distinguished authors of these great works. Engineering talent and mechanical skill must not be sensible of honourable distinction or pecuniary emolument. In the exemplification or justification of these remarks we need but refer in passing, *inter alia*, to the well nigh insuperable obstacles which impeded the more renowned skill, and its official employment, in the case of Sir ISAMBARD BRUNEL, more particularly in reference to his matured plans for making ship-blocks by machinery, albeit to its ultimate adoption, after Government neglect, is the British nation indebted for one of the most extensive engineering establishments in Europe, and in which an amount of science and skill has been combined, and applied to mechanical invention and improvement, scarcely equalled, certainly not surpassed, by any other throughout the habitable globe.

The unhappy history of the gifted sons of Science is too painfully familiar to render it necessary for us to recapitulate here the triumphant way in which brilliant inventions and marvellous problems have been solved, and have been successfully carried out, despite the official sarcasms and imbecile sneers with which these mighty projects for Humanity's weal have been uniformly assailed and obstructed. The so-called delusion of yesterday has become the faith of to-day, and that which our predecessors have mocked at, and laughed to scorn, seems to us as necessary as the air we breathe. Meanwhile, the delusion of each inventor has either been wantonly seized, as too advantageous to be missed, or gratuitously repudiated as mean and contemptible. Whatever the issue, the crowning achievement has fallen to the lot of few indeed in the way of recompense, during their lives, even though their names be already identified with a mechanical revolution as stupendous and durable as those which have shed a halo of undying fame around the glorious memories of WATT and STEPHENSON, men of science, whose labours have been devoted to the public good with an ability and zeal almost superhuman—exertions now rendered imperishable by the fruit of toil, and results so splendid as well as vast.

We have before us an elaborate document of no inconsiderable importance, setting forth with much perspicuity and rational argument the scientific claims of Mr. CLARE upon the British Admiralty for the use of his patents and plans in iron shipbuilding, in addition to the arduous trials and discouragements he has for so many years undergone at their hands; and still, be it understood, the unrequited registered patentee of inventions long adopted and made use of by the British Government. There seems to be no reasonable doubt—judging from the temperate statements of the pamphlet in question—that this talented engineer has devoted a prodigious amount of labour and a long life, not to mention large sums of money, to the furtherance of nautical science, and that he has really succeeded in elucidating the confessedly best modes of constructing iron-clads; in fact, the whole gist of the matter, according to the admission of his opponents themselves, appears to resolve itself into a question of accuracy of date, no doubt existing as to the important scientific improvements Mr. CLARE has, from time to time, effected in the modern system of naval architecture, naval design, practical iron shipbuilding, and steam navigation. The question of date is readily disposed of when it is remembered that the beautiful models exhibited by this gentleman at the Liverpool Exchange, so long ago as Dec. 22, 1853, anticipate by a period of six years the construction by the Admiralty of the vessels called the *Warrior*, *Black Prince*, *Resistance*, and others, in which the Letters Patent granted to Mr. CLARE are held to be infringed; in short, these very ships are regarded by him as affording alike the illustrations and the violations of his scientific principles and patented plans.

It would not be possible for a moment that we could believe Lord Chief Justice COCKBURN would thus have directed the jury in a verdict or the Crown in the case of CLARE *v.* the QUEEN, had he been fully cognizant of the undoubted facts which have subsequently transpired in a late re-hearing of the chief subject in dispute before Mr. ARNOLD, at the Westminster Police Court. Emphatically has the most damaging evidence of the two principal witnesses—Sir CHARLES FOX and Mr. SCOTT RUSSELL—been amply confuted by testimony equally unimpeached as theirs, adequate counter evidence of a nature not to be successfully impeached, and given in a straightforward impartial manner by men of acknowledged reputation and skill in their several departments of the naval and shipbuilding profession. For example, the *Albion*, it is well known, was not built by the former gentleman, but by Mr. MORRISON, of Liverpool; and the ship called Her Majesty, it is no less certain, is not constructed on the identical principles invented by Mr. CLARE, and reproduced in the *Warrior*, as erroneously declared by Mr. SCOTT RUSSELL, and so on to the end of this melancholy chapter, which should, therefore, be at once amended and revised.

We think that in common justice to our future British Inventors, as well as to those of the past, of which number Mr. CLARE seems likely to prove a remarkable, but we trust not permanently, unfortunate instance, further investigations of his just claims should be made forthwith, and his far from unnatural complaint attended to by the properly constituted authorities, in order that true merit, whether found in the service of the British Admiralty or elsewhere, should not be allowed to perish for ever, unrecognised and unrewarded in this, the 19th century of the Christian era, and that not the semblance of an odious disloyalty, or ghostly shadow of disrespect should be suffered to attach to the royal fiat, already issued

by Her Most Gracious MAJESTY—in itself a resolution sufficient to demonstrate to any official hierarchy, however upstart or tyrannical, that the present is neither the age nor the country suitable for an execrable display of despotic injustice, but which is calculated to undo the wrong already perpetrated, and to prevent its direful repetition, ingenious, concise, laconic, yet sublime, "*Let right be done to Mr. CLARE*" in the matter of Iron Shipbuilding.

THE FACTORY ACTS EXTENSION BILL, AND THE IRON TRADE.

We record in another column the fact that an influential deputation from the Iron and Tin-Plate Trades waited upon Mr. WALPOLE, on Monday, to protest against the extension of the Factory Acts to the iron trade. A similar deputation from another section has also taken the same step. Although, no doubt, the extension of the Factory Acts to the Potteries might be productive of good results, the peculiar nature of many portions of the iron trade would render such a course productive of a far larger amount of inconvenience to the masters, and loss to the parents and children, than any advantages that could possibly be gained. The same remark applies with equal force to mining. One point, so far as the public is concerned, should not be so completely ignored in the discussions on this topic. Legislative restrictions were, no doubt, loudly called for in the case of factories. In the manufacture of textile fabrics children were formerly employed at a very tender age. That is not the case in the iron trades and mining. Few boys are set to work under 13; and, no doubt, the same thing would happen in the iron trades as in mining—the masters would consider their labour as a nuisance rather than an advantage, if fenced about with all sorts of legislative "guards" (as they are called, but hindrances is the proper word), such as certificates of school attendance, &c. There is, however, some hope that the Bill while under the consideration of a Select Committee, to which it has been referred, will be so shaped that while children are protected from the covetousness of parents and employers, the trade will not be hampered by unnecessary and troublesome restrictions. We shall return to the subject next week.

THE LATE MAGISTERIAL DECISION IN STAFFORDSHIRE—RESPONSIBILITY OF COLLIERY VIEWERS.

[FROM A CORRESPONDENT.]

In considering the later official reports of accidents in mines, we shall arrive at a clearer view of the nature of the latter, and what has been done, or may be done, to prevent them, by dividing the lists into two classes. Those terrible catastrophes which now and again sweep off hundreds of lives, plunge whole districts into funeral grief, and thrill with sympathy and sorrow the pulses of the nation, form the subject of special enquiries. We propose, in the few remarks we are desirous to make to confine ourselves rather to daily casualties and fatalities, which, although they come as "single spies," reach at the end of a year the magnitude of battalions, and to see whether any gleams of possibility exist for the reduction of the sombre death-roll. Science and art have for years laboured incessantly to determine the precise nature of the deadly gases met with in mines, and to devise the best mechanical ways of winning the hidden treasures of the earth. Both have done much to divest subterranean workings of their mystery and danger, and we have arrived at a point at which the old risks are greatly diminished. It is a gratifying fact that in proportion to the amount of mineral raised the loss of life is hardly a fourth of what it used to be, and the same official and statistical reports which give us this satisfactory assurance point out also that it is chiefly to a stricter observance of discipline on the part of the workmen that we must look for a still further reduction of the death-rate. When fatalities are not purely accidental, they arise either from want of care or recklessness on the part of the miners themselves, or a neglect of proper precautions on the part of the mine managers. The indifference with which miners often risk their own lives and the lives of their fellow-workmen is so constant and so notorious, that the law very properly absolves, to a considerable extent, the managers under such circumstances from blame, and there are decisions innumerable in almost every court of adjudication in Great Britain panning out with extreme nicety the amount of responsibility resting upon the owner, upon his representatives, and upon the miners themselves. Of late years Lord Campbell's Act, which gives the widow or representatives of a miner killed at his work the opportunity of bringing an action for damages, has brought all the legal acumen of the country to bear upon these distinctions, so that it would seem almost as impossible to avoid saddling the right horse as to place the burden on the wrong one.

It is not surprising, then, that such a chorus of disapprobation from mine owners and managers should have arisen from the recent decision of Mr. Spooner, the stipendiary magistrate of the South Staffordshire district, in respect to an information laid by Mr. Baker, the Government Inspector of Mines, against Mr. James Cope, as the agent of a colliery, under the second general rule of the Mines Inspection Act, for having neglected to fence off a certain dangerous unused place, whereby three persons lost their lives. The details of the case, which were reported in the *Journal* of April 20, furnish a notable instance of the perversity with which men and boys employed in mines run into danger. The Bromford Colliery, where the accident occurred, belongs to Mr. Dawes. It has two pits, the "Near" and the "Far," worked by two distinct sets of men, and no workman in the one has at any time a right to be in the other, although there is a communication between the two by a disused "gate-road." Two boys and a young man of 20 years of age, who worked at the "Near" pit, wanted a holiday, and attempted to get round, so as to go up the shaft of the "Far" pit. On approaching the bottom they found some men at work, and, being afraid to pass them, attempted to get round by crawling through a quarter of a mile of circuitous passages, the timber props being so close that they could only get through them sideways. At last they found the route wholly impracticable, and, being unable to return, laid down and perished by choke-damp. Amongst the general rules to be observed in all coal mines, pursuant to 23 and 24 Vic., cap. 151, is the well known one—"That all entrances to any place not in actual course of working and extension, and suspected to contain dangerous gas of any kind, shall be properly fenced off, so as to prevent access thereto;" and these circuitous ways, impassable as they proved, not being fenced off, this rule had, no doubt, been contravened. The important question then arose, who was responsible? The Government Inspector commenced proceedings against Mr. Cope, Mr. Dawes's consulting mining agent; and, unless there was some ambiguity about the position of Mr. Cope, which does not appear on the face of the proceedings, that selection was erroneous. The magistrate may, possibly, have considered that the Government Inspector was a sufficient authority on the point, and that he was, therefore, justified in disregarding all the evidence given before him to prove that Mr. Cope was not the legally responsible "agent."

It ought, however, to have suggested itself to Mr. Spooner that the Inspector might have acted upon his own impressions based upon imperfect knowledge or hasty information, as to Mr. Cope's real position; but that the evidence of Mr. Dawes, the owner, and others who were able to speak positively on the subject, and affirmed that a Mr. Galliar was "the person who had the care and direction of the mine on behalf of the proprietor," ought to be taken as conclusive. The whole proceedings, however, showed that the magistrate, who is doubtless a good lawyer, and might in another district admirably perform the duties of a stipendiary magistrate, is not quite at home amongst miners, and seems to know but little either of the modes of working or the dangers to which the miners are subjected. We have a right to presume that is the case, as some of the local papers state that he designated the carbonic acid gas by which the three youths were choked as fire-damp; and, so far as the reports of what took place go, nothing could be more unsatisfactory than the judgment delivered. It is true that in the Act the word "agent" is defined to mean "any person having on behalf of the owner the care and direction of a colliery;" but Mr. Cope, although belonging to a body of men of the greatest value to mine-owners—that of "consulting mine agents"—had no such "care and direction," which was clearly in the hands of Galliar, the underground agent of Mr. Dawes.

As it is more than probable that some legislation will take place

THE PARIS EXHIBITION—No. I.

[FROM OUR OWN CORRESPONDENT.]

Although the Exhibition is still far from complete, both as regards the building and the articles exhibited, the visitor can now find plenty to interest him until the other portions are finished, and the Englishman, especially if he be connected with mining and metallurgy, cannot fail to be proud of the prominence given to the English exhibits, and to the excellence of the articles exhibited. Entering the building by way of the principal door at the top of the grand avenue from the Pont de Jena, the English section is immediately on the right, and the first objects which meet the eye are Capt. BEAUMONT'S tunnelling machine, the machinery of CARRETT, MARSHALL, and Co., of Leeds; the picturesque cascade from the centrifugal pump of Messrs. GWYNNE and Co., JONES and LEVICK'S coal-cutting machinery, BASTIER'S chain-pump, the model of the London and North-Western Railway Company's travelling post office train, with the apparatus for collecting and delivering the mail bags, and many other exhibits, which will be especially referred to subsequently. The novelties and curiosities are, perhaps, fewer than would generally be anticipated, but there is one machine, and it is in the English court too, which is undoubtedly destined to make a great noise at no distant time, both in the scientific and in the industrial world: it is the magnetodynamic machine of Mr. WILLIAM LADD, the well-known philosophical instrument maker of Beak-street, Regent-street. A detailed description of the machine must be reserved for a future notice, but its great merit is that the electricity is produced without the consumption of material, and with the application of only about one-fifth part of the power which has hitherto been necessary to obtain similar results. The principle involved is quite novel, and far in advance of all previously discovered.

BEAUMONT'S ROCK TUNNELLING MACHINE.—The first machine met with on entering is that of Captain BEAUMONT, R.E.; and, even were he not the chief of the English section, his invention would be entitled to be first mentioned, from its evident practical value. The principle involved in all tunnelling and mining machinery is necessarily very similar, the object being in nearly all cases to imitate the motion of the boring tool when used by the workmen in perforating the rock; but the character of the hole made, and the mode of utilising the work done, continually varies. In Capt. BEAUMONT'S machine the motive-power used is compressed air; and it is assumed that its application will be to the removal of material which is not of commercial value; or, rather, it is assumed that the making of the tunnel, and not the getting of the material, is the chief object sought; hence Capt. BEAUMONT'S efforts have been entirely directed to making progress in the most speedy and economic manner, and in this he has certainly every prospect of being most successful. The air may be compressed in any manner most convenient, so that it will only be necessary to refer to the boring apparatus. This consists of a series of long steel chisels of great strength, attached to, and readily adjustable upon, the periphery of a wheel or disc of the size of the tunnel to be driven, the disc being fastened to the end of the piston-rod, so that the whole of the chisels may be conveniently given a backward and forward motion simultaneously. As the piston-rod is continued through the back cylinder cover, the piston is at all times kept in correct position, and this back rod is made of great utility in working the machine, a pinion being made upon it which is operated upon by a screw, so that the ring of chisels has a rotatory as well as a backward and forward motion. As in all compressed air-engines, the quantity of air escaping from the machine, after having done its work, is considerable, so that the ventilation could not fail to be much improved. But the great practical improvement in the invention of Capt. BEAUMONT, and that which is calculated to make it of immense utility, is the mode in which the rock is removed. In all similar machines previously proposed the use of gunpowder was ignored, the object sought being the pounding down of the whole face of rock to be removed. Instead of this, Capt. BEAUMONT makes an annular hole of only 1½ in. across, leaving a core of rock in the middle of only 3 in., or thereabouts, less than the size of the tunnel. But as he has a strong central chisel working upon the same disc as the ring of chisels, he has a good hole wherein to place a charge of gun-cotton or other explosive to remove the core. By this means the work progresses with a speed hitherto impossible, for both the machine and the gunpowder are at all times working under the most advantageous circumstances, the machine doing no more work than is absolutely necessary, and the gun-cotton is permitted to act with the greatest force upon a comparatively small quantity of rock upon every side of it, instead of having to remove a large mass on one side only.

BERNAY'S CENTRIFUGAL PUMP.—Almost immediately behind the above machine are the pumps of Mr. JOSEPH BERNAY, of Woburn-place, Russell-square, which appear to possess considerable merit. The outer surface of the revolving fan is entirely relieved from the pressure and friction of water contained in the casing, and it is claimed that these pumps, consequently, give out a far higher percentage of useful effect, or, which is the same thing, require less motive power than other centrifugal pumps hitherto made. All the waterways, passages, the form of the arms, &c., being of carefully ascertained dimensions and shape, they require a less number of revolutions than others for raising water or other liquids to given heights; and there is a joint between the fan near its outer diameter; and the casing not only preserves the efficiency of the same for high as for low lifts, but it entirely intercepts all direct communication between the suction and delivery pipes of the pumps when at work. In consequence of this, the power of suction is greatly improved, enabling these pumps to be fixed at a greater height above water level than has hitherto been attempted. The delivery flange is, by preference, cast in the middle of the highest part of the pump, which gives great steadiness to the pipes, and prevents the possibility of the pump ever being troubled by the accumulation of air in the casing. The invention is certainly a great step in advance in centrifugal pumps, and a more detailed and illustrated description of them will probably be published in a future notice.

STEAM PILE-DRIVER.—An excellent and economic pile-driver is exhibited in the next passage by Messrs. Sissons and WHITE, of Hull, the object of which is to supply something more expeditious than the ordinary hand engine, and less cumbersome and costly than those usually worked by steam. Not amongst its least recommendations are its lightness and smallness of cost, as compared with the heavy and expensive steam-drivers hitherto used; and where staging is required the advantages are very great. It is easily moved, and by a contrivance in the carriage part can be transferred to other lines at any angle with great facility. It requires four men to work it, and consumes about 4 cwt. of coal or gas coke in 10 hours. The total weight of the driver and boiler is 6 tons, including the ram and mountings, which are 20 cwt. The bottom framing of the driver is 7 ft. 6 in. square. Its comparative lightness, and the small space it occupies, make it capable of being worked in any position or circumstances in which a common hand machine can be put, either on land or afloat. It will be perceived from the annexed drawing that the bottom framing is in two heights—the upper part revolving turntable fashion on the lower one. The machine can thus be faced round to any of the four sides. The travelling wheels are castors, so that by lifting up each side with a lever the castors can be turned to run on a tramway at any angle. It is moved by fastening the end of a rope ahead, passing it over a roller under the winch, and taking a turn round the barrel. The pile is quickly pitched by attaching a common chain to the pile-head. The ram usually falls about 12 times in a minute, with a 5-ft. lift. The ram is lifted by means of an eccentric fixed in an opening made in the centre of it, and is made to revolve by a lever, to the outer end of which a cord is attached, and, on being drawn downwards, a bolt is shot out into the open link of the pitched chain in its upward motion. The bolt is withdrawn by

the other end of the lever striking against a staple fixed in the front of the guide-pieces, and the ram thus released then falls on the pile.

REPORT FROM SCOTLAND.

MAY 1.—It would be a great relief, as well as a very great cause of congratulation, if, for once, it was our good luck to be enabled to say that trade is coming round, and that the incessant depletion had been stopped. Last week we closed at 51s. 7½d. cash, and this week the peace news helped us up 6d. per ton in our Pig-Iron Market, but there has been really little done in open market. On the other hand, it cannot be denied that the shipments and home consumption are exceeding present make; but, while there is next to no life in the market, there is nothing to give buoyancy to prices, and hence they sink by their own specific gravity. This week the shipments are nearly double what they were in the corresponding week of last year; but, then, it is to be borne in mind that the "rig," *par excellence*, had then culminated, and was rapidly retrograding. An additional furnace here and there are being put into blast, which will help to keep up stocks, and the miners are too needy to be able to play much longer at the four days a week game, so that, while the stocks on hand are getting lessened, the heaving-in of the additional furnaces will nearly bring stocks back to an equipoise. The shipments sum up to a total of 12,490 tons, against 6770 tons in the same week of last year, but even the highest figure is scarcely up to the average of some former years. To-day the market was a degree firmer, and about 200 tons were sold at 51s. 1½d. cash in a week, and 52s. 3d. a month, closing sellers at these prices; buyers 1½d. a ton less. No. 1 Gartsherrie, 65s.; Coltness, 64s.; Glengarnock (at Ardrossan), 61s.

Finished iron has not improved since my last, although the Block-hair firm are rather busy with heavy plates and angle-iron for Messrs. Derry Brothers, shipbuilders, Dumbarton. There is also a little more doing for Greenock in ship-iron; but bars, rods, and guide-iron are very dull indeed. Some of the makers have been forced to reduce the number of their hands still further, in order to enable them to give three to four days to those that remain. Founders of pipes are falling off for orders, but makers of large castings are deficient of work. The Clyde Foundry, Greenock, with machinery, tools, and plant, is to be sold by auction on the 9th inst. The testamentary trust disposition of Alexander Cunningham, of the firm of Merry and Cunningham, coal and ironmasters, has been estimated for duty at under £60,000. The senior partner of the firm is said to be a millionaire, and more. Coals met with a full average demand for shipment, without any change in price. The quantity issued from the various Scotch ports this week was 24,580 tons, against 21,510 tons in the same week of last year. The colliers in Ayrshire have received notice of a reduction of wages, and about Holytown they are also to be reduced 6d. to 1s. a day. The colliers' secretary, *non maxima*, unable to do anything else for their advantage, has taken to addressing them in Latin. He is learned, but then he should have remembered that there is no need for his "casting his pearls before," &c.

The Victoria Shipbuilding Yard, Dumbarton, was last week purchased by Mr. Peter Derry, of Messrs. Derry Brothers, at the upset price of 3090£. We understand Mr. P. Derry occupies the building-yard in question during the construction of his new yard and premises, and that the building of the two vessels which he recently contracted to build for the Austrian Lloyd's Steam Navigation Company will at once be commenced.

The annual general meeting of the Institute of Engineers in Scotland and Scottish Shipbuilding Association was held at the close of last week. The institution's medal for the best paper read during the session 1865-6 was awarded to Mr. James Robertson, for his paper "On Frictional Screw Motions;" and the medal for the best paper "On Marine Engineering" was unanimously awarded Mr. Barnaby, assistant constructor of the Royal Navy, the subject being "The Connection of Plates of Iron and Steel in Shipbuilding." As copies of both of these papers have been forwarded to London, the readers of the *Mining Journal* will have an opportunity of judging of their merits on an early day.

Like their friends in the South, the Scotch engine-drivers and firemen have presented the board of directors of the North British Railway with a series of resolutions to have their existing condition improved, both as regards their hours of labour and rate of wages. Their request for 10 hours a day looks like reasonable, but the rate of wages is pitched too high.

REPORT FROM MONMOUTH AND SOUTH WALES.

MAY 2.—The prospects of the Iron Trade are, if anything, better than last week, the strong probability of peace being maintained on the Continent having, perhaps, exercised some influence on the market. Railway extensions are in contemplation in Russia, Germany, &c., but a war would put a stop to all commercial progress, and hence it is not surprising that the proposed Conference is hailed with general satisfaction. The order for rails on account of the East Indies has been secured for South Wales, two Welsh houses having divided the contract. Other contracts for rails are looked forward to from that quarter. There is no material change to note in the American enquiry. Home business remains quiet, although the tendency is to improvement. So long, however, as the railway companies are under a cloud, there will be nothing approaching activity in this branch of the trade. The plate-mills are only partially employed. The movement in pigs is, so far, sustained. For Tin-Plates there is a moderate sale, but it cannot be said that the orders in the market are numerous. In the Coal Trade the scarcity of tonnage is not quite so great as last week, a good many arrivals having taken place since Saturday. With a continuance of the present weather for a week or two there is no doubt that there will be an adequate supply of vessels. The continental enquiry keeps about the usual quantity. It cannot be said, perhaps, that the trade upon the whole is in a satisfactory state, for the capabilities of the collieries are far in excess of the requirements of buyers. House coal merchants continue fairly off for coasting orders.

As a proof of the quality of iron that can be produced in this district, it may be mentioned that the whole of the iron used in the manufacture of Palliser shot is obtained from the Ebbw Vale Company's Works, Monmouthshire. This iron has an admixture in it of the celebrated spathose ores from the Brendon Hills, Somersetshire, discovered by the late eminent geologist, Mr. Ebenezer Rogers, of Abercarn, and leased by him to Mr. Thomas Brown, on behalf of the old Ebbw Vale Company. This, it is said, is the only deposit of spathose ore known in the kingdom, and hence, from the quality of iron produced from it, the Ebbw Vale Company (Limited) have an absolute monopoly, and it will give them a considerable advantage in the market.

The directors of the Alexandra Dock Company, Newport, have completed their arrangements for an immediate commencement of the works. Mr. Trevelyan, who has carried out large works in different parts of the kingdom, is the contractor, and he is now taking steps to get the necessary plant on ground. The Great Western, Monmouthshire, and Brecon and Merthyr Companies are subscribers to the undertaking, and the directorate includes Lord Tredegar, Mr. Crawshaw Bailey, M.P., Mr. Thomas Brown, and other gentlemen connected with the trade of Monmouthshire. There is no purchase-money largely interested in the trade of Monmouthshire. This is a precisely similar arrangement to that between Baroness Windsor and the Penarth Dock Company. The Alexandra Dock directors contemplate paying special attention to the requirements of the coal trade, and they expect to secure a fair share of the Aberdare coal traffic.

Messrs. Woodruffe, Conway, among the deputation that waited on Mr. Walpole on Monday, in reference to the proposed extension of the Factory Acts. Mr. Gilbertson explained the objections entertained by the tin-plate trade, and Mr. Walpole promised that the points raised should have his careful consideration. An awful pit accident occurred at the Bedwellty Colliery, Tredegar, on Friday last. A bankman, named Nathaniel Hughes, and a girl, named Hannah Rees, were engaged in removing the loaded tram, and putting empties on the cage. While in the act of pulling off a full tram, the engineer, Wm. Kerry, raised the cage before the tram was clear off, and Hughes was jerked backwards, but the unfortunate girl was not heading into the pit (220 yards deep), the tram of coal following. Her remains were collected and brought to the bank in a sack. Deceased was about 17 years of age.

A Sick, Disabled, and Funeral Fund has been established at the Pontypridd Chain Works, under the presidency of Mr. Penn, the manager. The men have also determined to subscribe 3s. 2s. per annum to the Cardiff Infirmary. These are examples worthy of imitation by the working men of the district.

At the Newport Dock Company's half-yearly meeting, held at the offices, Newport, to-day, Mr. Samuel Homfray in the chair, the directors' report stated that the revenue had increased 1306£, as compared with the correspond-

ing half-year, and it was recommended that the usual interest should be paid on the first preference shares, and that a six months' dividend should be declared on the second preference, leaving 363£ to be carried forward. A coal staith, with extensive sidings, is being erected on the west side of the dock, which will give a large amount of increased accommodation for any further development of the coal trade. The Chairman moved the adoption of the report, which was seconded by Mr. Cartwright, who said he had some doubt as to whether they would be able to pay a dividend on the second preference of the current half-year, because there had been a falling off in the receipts consequent upon the depression in trade. The whole country had been over-trading during the last 20 years, and they were now realising the result. Mr. S. Batchelor complained of the parliamentary expenses, and held that increased dock accommodation, as in the case of Liverpool, London, and other places, always resulted in increased trade. The report was adopted, and the dividends recommended were declared. The retiring directors were re-elected. The coal shipped in the dock during the half-year reached 219,894 tons, as compared with 177,595 tons in the corresponding half-year; and iron 42,385 tons, against 34,421 tons, showing a highly satisfactory increase under both heads.

The arrivals at Swansea include—the Magnet, from Pan de Azucar, with 680 tons of copper ore, for Richardson and Co.; the Tricamo, from Aveiro, with 156 tons of copper ore, also for Richardson and Co.; the Jeune Colombe, from St. Malo, with 160 tons of zinc ore, for M. Rowland; the Day Star, from Bilbao, with 250 tons of iron ore, for W. H. Tucker; the Marie Amelle, from Redan, with 72 tons of iron ore, for T. Walters; the Blue Jacket, from Licata, with 210 tons of sulphur to order; the Try Again, from Girgenti, with 175 tons of sulphur to order; the Parkside, from Bilbao, with 221 tons of iron ore, for W. H. Tucker; the Edith, from Bilbao, with 265 tons of iron ore, also for W. H. Tucker; the Hermolino, from Aveiro, with 150 tons of copper ore and 30 tons of lead ore, for Richardson and Co.; and the James Cuckow, from Bilbao, with 241 tons of iron ore, for W. H. Tucker.

REPORT FROM NORTHUMBERLAND AND DURHAM.

MAY 2.—The Coal and Coke Trades are going on as usual, the obstruction on the North-Eastern Railway having been entirely removed—the place of the drivers and firemen on strike having been filled up partly by men who have returned to their employment and partly by strangers. The demand for most kinds of coal and coke continues good; the price of house coal at London has however, as might be expected, fallen lately, and the demand for the best house coal may be expected to be greater at this season. With respect to the general trade of the district, it continues to look a little brighter on the Tyne—that is, the ironworks, shipbuilding yards, &c., are certainly doing better, and are expected shortly to be at full work. It will, however, require some time yet for the establishment of the trade of the district on the same footing as before the disastrous panic of 1866; but at the same time it is evident that affairs are slowly but steadily advancing towards that position. But should a war actually break out on the Continent, as was apprehended, such an untoward event would have retarded the progress of trade very seriously.

The first sod has been cut for the first new shaft to be sunk by the spirited company who have joined for the purpose of developing the coal mines at Throckley, a few miles west of Newcastle. These works have been carried on for a number of years on a small scale, and a large quantity of excellent fire-bricks have been made and sold. Operations have been mostly confined to seams near the surface, but the company just formed intend to sink shafts down to the lower seams, where it is understood there is plenty of good coal entire; indeed, the engine seam and some others are entirely unworked. Therefore, an extensive and profitable colliery, coke works, and fire-brick works may be expected to be opened here in the course of a few years.

Much attention has been given here lately to the consumption of smoke, and at the same time economising fuel. The operation of the Health of Towns Act has, of course, asserted this movement, and various schemes have been tried to effect this purpose, more or less successful. On the whole, it must be confessed that but little progress has been made, but that is no reason why the matter should be given up. No doubt the great desideratum—simplicity of construction and effective working—will be arrived at some time. The rather complicated and expensive apparatus, known as Jukes's, has had many friends of late, and it is generally acknowledged that this apparatus is perfectly efficacious with certain kinds of coal, but it is also alleged that it does not work well with other kinds of coal. At any rate, a reaction has set in against this apparatus, and it is not held in so much estimation as it was a short time ago. It is charged against it that the bars, after getting out of order, are very difficult and expensive to repair. Several other systems have been tried here, and one of the most successful, and one, we believe, destined to make considerable advances, has made some progress lately. We allude to "Dunn's Patent Hollow Bars." They have been tested in many cases with considerable success, and they will, we believe, come more generally into use. They have the advantage of cheapness and simplicity, and are acknowledged by competent engineers to be effective in saving fuel, and preventing the formation of smoke. We shall give some further particulars concerning these bars shortly. They are manufactured at Messrs. Abbot's, Gateshead, but are the invention of Mr. Dunn.

A general meeting of the North of England Institute of Mining Engineers is to be held this day, at Neville Hall, Newcastle, when the following business will be brought before the meeting:—1. Mr. W. Lishman's paper "On a System of Working Coal by the Long Wall Plan" will be open for discussion; and also that of Mr. W. Cockburn, "On Underground Conveyance in the Cleveland District, with remarks on the Clip Pulley." An abstract of the proceedings will appear in next week's *Journal*.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

MAY 2.—The prospect of a peaceful termination of the Luxembourg question has led to the receipt of further orders from Germany and France, and the home demand is fully as good. Should the disputes in the ironworks in the United States continue, more orders may be expected for the quarter.

The case of Regina v. Cope continues to be a good deal discussed. The defendant, Mr. James Cope, as agent to Mr. Dawes, owner of the Bromford Colliery, West Bromwich, was, as previously stated, fined by Mr. Spooner, the stipendiary magistrate, for neglect of the second general rule, requiring the entrances of all places not in course of work or extension, and suspected to contain dangerous gas, to be fenced. It is stated that it has been agreed by the Mine Agents' Association to send a deputation to the Home Secretary, on the general subject of the working of the Mines Inspection Act, and with special reference to this case, which casts the onus of carrying out the general rules on the mine agents. In some articles which have appeared in two local papers, it is contended that the responsibility in these cases should rest on the contractors or chartermasters, instead of the owner, or the agent acting in his behalf. There can be no doubt that this would be entirely to reverse the whole principle of the Mines Inspection Act, which is to impose the responsibility of the general arrangements on the owner, or his agent. The chartermaster is the leader of a body of miners who get the coal at so much per ton. He is under the strongest temptations to get as much coal by as small an expenditure of labour as possible; and inspection would be almost vain if such a man, often incapable of reading or writing, were to be looked to for the general safe working of a mine. Under the Special Rules, his deputy and the working colliers are responsible for acts which must rest with them, but if an owner is to say "I let the working of my mine to chartermasters at so much per ton. I pay that for the coal being raised, and they are the persons responsible for the safety of the miners," the whole basis of responsibility slips away. Every Mine Inspector in Staffordshire has always contended for placing the responsibility as high as possible. The owner, or his agent, can impose any terms on the chartermasters, and can inflict the greatest punishment—dismissal—for neglect of duty; and on their choice of chartermasters, and the system of working they impose upon them, depends essentially the safety of the lives of the colliers.

The question of the modification of the South Staffordshire Special Rules was discussed some months ago, but a delay was granted at the request of the trade for further consideration, with the exception of one rule, which was rendered more stringent as to timbering. It is understood that a further delay is now sought until the Committee of Mines has reported.

The deputation of the Iron Trade to the Home Secretary in relation to the extension of the provisions of the Factory Acts to ironworks made some sweeping proposals. They amount to this, that so long as no boys are employed under 12 years Government shall not interfere. The holidays and so on, which are permitted, are certainly not in themselves worth being made the subjects of legis-

lation. There appears everywhere a strong opposition to any modification of the half-time system, even as applied to employment on alternate days.

A singular accident occurred on April 24 at the Herbert Park Colliery, near Darlaston. Edward Williams, a sinker, was going down the shaft, when the chain was seen to oscillate, and when the cage got to the bottom he was lying across it insensible, and bleeding from a scalp wound at the back of his head. It was clear to the surgeon who was sent for that he was suffering from apoplexy, from which he soon died. He was a man of intemperate habits, and no doubt fell on the edge of the cage in a fit as he was going down. His death was not, therefore, a colliery accident.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

MAY 2.—There is no alteration in the state of the Iron Trade in North Derbyshire. The holidays having been got over, business has resumed something approaching its ordinary proportions, although they are by no means very large just now. The blast-furnaces are kept fully going, but the forges are by no means active. With a fair demand for pipes, bars, and hoops, nearly all the other branches are quiet. The Coal Trade at Clay Cross and Staveley remains tolerably active, and a heavy tonnage continues to be sent from those places to London, as well as into Worcestershire, Gloucestershire, and other places over which the Midland Railway has running powers. The Sheffield trade remains quiet in nearly all branches, with the exception of the locomotive engine and Bessemer steel departments, which are now kept fully going. Another branch of the iron trade is also showing symptoms of revival—that is the armour-plate business. For a considerable time inactive, the well-known firms of Brown and Co. and Cammell and Co. are well supplied with orders. The former firm is just now engaged, not only with some orders for our own Government, but also for Spain, which appears to be desirous of coming out as a great maritime power. The question of Steel v. Iron Rails appears to be satisfactorily settled in favour of the former, for we find that whilst there are few if any orders for iron rails, the makers of those made by steel have more orders in hand than they can complete. The iron trade throughout the whole of the South Yorkshire district remains very quiet indeed. At Thornecliffe and Chapeltown, where there is one of the largest works for the manufacture of gas and water pipes, as well as for stove-grates and ordinary castings, business is remarkably dull. At Elsecare and Milton matters are still worse, for the mill hands having refused to go on what is known as the long-weight system, the whole of the men are out of work, the only business going forward being the blast-furnaces, which are kept going to carry out profitable contracts which the Messrs. Dawes have with Earl Fitzwilliam—very much to the disadvantage of the latter, who, by the arrangement made by his father, has to supply not only coal, but ironstone, at a price which leaves a very slight margin of profit, if it leaves any at all. There is only a moderate business doing in house and steam coal, but the prospects of the latter are improving. The stacks of "hard," or steam coal, are now likely to altogether disappear, as some of the collieries, including the Darfield Main, over which Mr. Huntress so ably presides, have been fitted out the Hull steamers, which commence to-day plying to St. Petersburg and other Northern ports, as it is believed that the water is now open. To London and the South there is a moderate business being done in house coal, and the same may be said with regard to the cotton districts of Lancashire. To Leeds and Sheffield there is no regular doing—a proof that the ordinary iron trades are far from active. During the week there has been several offers for coke for exportation, but as our masters have more orders in hand for home consumption than they can complete, the former could not be entertained.

At the Oaks Colliery there is no alteration whatever, the pipe down the No. 2 shaft acting most satisfactorily. The impatient desire shown by many of the men who have relatives in the pit to have the shafts opened out is not at all shared in by the mining engineers. In talking the matter over yesterday with Mr. Embleton, of Methley, and Mr. Potter, of Monk Bretton, two gentlemen in the very highest class as mining engineers, they stated that the moment the pit was considered safe the shafts would be unsealed; but, as the engineers would be to a great extent liable for any accident that might now take place, they were determined that no volunteers should be enlisted before they themselves went down in the first instance. It may, therefore, be presumed that every endeavour will be made to find out whether any fire exists at the bottom. Boring continues to be made in the neighbourhood of Ardsley for the new shaft, the great desire being to avoid a very extensive "throw," which runs from the Barnsley field as far as Wortley, being a distance of more than 10 miles. The subscriptions in aid of the widows and orphans has been brought to a close, and the amount which has been received by Mr. Innes, the local treasurer, is upwards of 30,000£. A like amount has been sent to the Mansion House Committee to be divided between the sufferers of the Oaks and Talke Collieries, but so far the London Committee have shown the greatest reluctance in parting with the money subscribed for the widows and orphans. To Barnsley they have not yet sent a penny, and although asked frequently to have the fund appropriated, they have not done so. The matter is now sufficiently advanced for the individual subscribers to demand of the Mansion House Committee either to give the money to the objects for which it was subscribed, or give some good reasons for their withholding it. In South Yorkshire the conduct of the Committee has led to a stormy feeling of dissatisfaction, as it will, no doubt, cause amongst the subscribers who were desirous of alleviating the sufferings of the bereaved, but who, so far as London is concerned, might have starved.

EXTRAORDINARY STRIKE.—About 400 miners employed at the Carr-house Colliery, near Rotherham, were thrown out of employment on Wednesday in consequence of a strike on the part of about 40 boys, whose labour is necessary to the working of the pit. Five of the boys had been fined 2s. 6d. each for breaking their lamps, but on it being found that the damage has not as serious as was expected, the fine was reduced to 1s. 9d. The boys demanded that the whole of the fine should be remitted, and when their demand was refused, their companions made common cause with them, and yesterday morning refused to go down the pit. The men who had gone down were compelled to return, and the pit was thrown idle. Proceedings are to be taken against the youthful delinquents.

FACTORY ACTS EXTENSION BILL, AND THE IRON TRADE.

A deputation from the Iron and Tin-Plate Trades of England had an interview, on Monday, with the Right Hon. S. H. Walpole, at the Home Office, with reference to the proposed Extension of the Factory Acts. The deputation was accompanied by the following members of the House of Commons:—The Right Hon. C. P. Villiers, the Right Hon. C. B. Adderley, Mr. Grenfell, Mr. Dillwyn, Mr. Beecroft, Mr. Beaumont, Mr. Leveson Gower, Colonel Duncombe, Mr. C. F. Sartorius, Mr. F. Milbank, Mr. Headlam, Mr. Cowen, Mr. W. O. Foster, Mr. H. W. Foley, Mr. W. S. Allen, and Mr. Weguelin.

The deputation consisted of Mr. W. Barrows, Chairman, and Mr. Walter Williams, Jun., honorary secretary of the South Staffordshire Ironmasters' Association; Mr. Wragge, Chairman of the North Staffordshire Trade; Mr. William Hopkins, Chairman of the North of England Trade; Mr. Woodruffe (Chairman) and Messrs. Gilbertson, Flower, and Charles Conway, representing the tin-plate trade; and Messrs. W. Mathews, J. Hartley, J. P. Hunt, W. Sparrow, George Barker, F. Smith, Robert Heath, W. Udall, Thos. Horton, T. W. Ritson (Leeds), and J. O. Butler (Leeds).

The Right Hon. C. P. VILLIERS, in introducing the deputation, pointed out to Mr. Walpole that, as he was advised, the Factory Acts Extension Bill was not applicable in its present form to the iron and tin-plate trades; but that with certain modifications it might be made suitable. He suggested, on behalf of the deputation, that the Bill should be sent to a Select Committee for further enquiry.

Mr. W. MATHEWS contended that it was extremely objectionable to legislate upon such evidence as had been collected by the Children's Employment Commission, and published in their report. Many of the statements made in the report were incorrect, not so much from intention as probably from the want of proper means of interpretation. Bearing this in mind, he considered, and was directed to state, that interference on such partial evidence would be injudicious and improper. Examining the Bill in detail, Mr. Mathews pointed out that it would most likely have the effect of displacing with juvenile labour altogether. He likewise condemned the proposed Saturday half-holiday, pointing out that in the majority of instances Monday is already a complete holiday to the bulk of the persons employed in the iron trade. Physical hardship there is none. Ironworkers—both boys and men—are as strong and healthy as those in any trade, more so than those who work in hot factories. The Bill had been drawn up with an entire ignorance of its effect on masters and men, and he hoped Mr. Walpole would refer it to a Select Committee.

Mr. WRAGGE having spoken in similar terms, Mr. GILBERTSON explained the objections entertained by the Tin-Plate trade. Mr. BEECROFT, M.P., then made a few observations; after which Mr. W. SPARROW went very carefully through the details of the Bill, and explained to Mr. Walpole its probable effect upon the iron trade, as regards both employers and workpeople.

Mr. WALTER WILLIAMS, Jun., handed to Mr. Walpole the modifications proposed by the iron trade, and then called attention to the extent and importance of the industry to which the Bill applied, the number of ironworkers being returned at not less than 230,000 in the census of 1861. He also expressed a decided apprehension that the projected restrictions would tend to increase the cost of production in the manufacture of iron, and would thus react prejudicially upon the interests of masters and workmen alike.

Mr. WALPOLE, who listened most attentively to the statements of the various speakers, said that he would carefully consider the representations made on behalf of the iron trade, and the modifications contained in the paper submitted to him. He could not say positively when the Bill would go into Committee.

The following memorandum had been drawn up, to be placed in the hands of the deputation, previous to their interview with Mr. Walpole. The recommendations in the second part embody the views of the whole of the Iron Trade generally, and had been arrived at after conference between representatives of the trade from various parts of the country:—

I.—Points in which the Iron Trade is affected by the Bill.
The points on which the Bill before Parliament will affect the iron trade are—
Half-time system for children under 13 years of age.
Half-holidays for women and young persons.
Meal times simultaneously for all except puddlers.
No Sunday work for women and young persons.

Young persons to work only six nights per fortnight.
 Liability of employers for improper application of juvenile labour.
 Medical certificates.
 Clock exposed for hours of labour, as defined by Act, and modifications as an-
 nexed in schedules, temporary and permanent.
 Inspectors, sub-inspectors, and police supervision, and their power of inflict-
 II.—Position accepted by the Iron Trade in reference to Factory
 Acts Extension Bill.

1.—That all above twelve years of age should come under the category of young
 persons.
 2.—That ironworks proper, and blast-furnaces, should be free from any legis-
 lative enactment respecting inspection, for all persons more than twelve years
 of age, beyond those passed in the general Bill, as follows—i.e.: All young per-
 sons and women shall work more than seven nights per fortnight, nor work
 in the preceding or succeeding day, unless for such period as is required to make
 up for lost time through accident.
 That four whole holidays shall be given in the year to all young persons and
 women, and that four-and-twenty hours' clear notice shall be given of those
 days to be considered as holidays.
 That the hider shall be considered the person with whom the actual contract
 is entered into, whether the employer or a sub-contractor, and he shall be re-
 sponsible for any dereliction of the Act, and subject to all pains and penalties
 therefrom.
 That the owner or occupier of any work employing children under twelve years
 of age shall give notice to the Secretary of State for the Home Department, re-
 questing him to consider such work as a factory, and shall submit to inspection
 under the Factory Act, and comply with all regulations therein as to half time,
 educational certificates, medical certificates, &c.
 That the provisions of the Act shall not come into operation for months
 after the passing of the Act.
 That no Inspector or sub-Inspector shall have power to enter works, unless
 properly appointed by the Secretary of State, and that no refusal to inspect be
 considered as such unless refused after a proper identification is forthcoming on
 the part of such Inspector as to his appointment and person.

A deputation of members from the following firms in Lancashire
 and Yorkshire:—Sharp, Stewart, and Co. (Manchester); Parr, Curtis, and
 Madley (Manchester); J. Harrison and Co. (Blackburn); Mather and Platt
 (Manchester); Peel, Williams, and Peel (Manchester); Beyer, Peck, and Co.
 (Manchester); Musgrave and Sons (Bolton); Wron and Hopkiss (Manchester);
 E. Bellhouse and Co. (Manchester); Darling and Sellers (Manchester); Clapham
 and Sellers (Manchester); W. Dickinson and Son (Manchester); Lees and Beard
 (Manchester); and J. and E. Wood (Manchester), employing, in the aggregate,
 upwards of 9000 hands—had an interview with the Right Hon. Spencer H. Wal-
 pole, at the Home Office, on Thursday, to oppose the extension of the Factory
 Acts to the engineering, machine making, boiler making, and metal founding
 trades. The deputation was introduced by Colonel Wilson Patten, M.P., Mr.
 Charles Turner, M.P., Mr. Bazley, M.P., Mr. Joseph Field, M.P., Mr. W. H.
 Hornby, M.P., Colonel Gray, M.P., and Mr. James, M.P.

NICHOLLS, MATHEWS, AND CO., ENGINEERS,
 BEDFORD IRONWORKS, TAVISTOCK.
 MANUFACTURERS OF STEAM ENGINES OF EVERY DESCRIPTION, made
 on the BEST AND NEWEST PRINCIPLES. We beg more especially to call the
 attention of the public to the MANUFACTURE of our BOILERS, which have
 been tested by most of our leading engineers. PUMP WORK CASTINGS OF
 EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and
 HEAVY SHAPES OF ANY SIZE. CHAINS made of the best iron, and war-
 ranted. ALL ORDERS FOR ABROAD RECEIVE THEIR BEST ATTENTION.
 NICHOLLS, MATHEWS, and Co. have had 20 years' experience in supplying ma-
 chinery to foreign mines, and selecting experienced workmen to erect the same,
 where required.
 Messrs. NICHOLLS, MATHEWS, and Co. have always a LARGE STOCK of
 SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

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ELFORD, WILLIAMS, AND CO.,
 COPPER ORE WHARFERS,
 SHIP BROKERS AND COAL EXPORTERS,
 METAL AND GENERAL COMMISSION AGENTS,
 SWANSEA.
 ELFORD, WILLIAMS, and Co. having erected an assay office, and engaged the
 services of a practical Cornish assayer, who will devote his whole time to this
 branch of his business, they are now in a position to make correct assays of
 silver, copper, and other mineral ores, on the most moderate terms.

BLASTING POWDER.—FOR SALE, THREE to FOUR TONS
 of PATENT SAFETY BLASTING POWDER, price £15 per ton, deliv-
 ered at any railway station.
 Address, "K. B.," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

STEAM ENGINE.—FOR SALE, a 60 in. PUMPING ENGINE,
 equal beam, 10 ft. stroke, with 20 ton BOILERS. This engine is by
 Messrs. Nicholls and Co. of the Bedford Foundry, Tavistock, and is the best
 60 in. engine for sale in Cornwall or Devon.—For further particulars, apply to
 Mr. JAMES HICKEY, 22, Austin Friars, London.

STEAM-BOILERS made by **WILLIAM WILSON, LILYBANK**
 BOILER WORKS, GLASGOW, on the most improved principles, for home
 and export. All boilers made of the best material and workmanship, proved
 and warranted tight under a high pressure, and delivered at any railway sta-
 tion or shipping port in the kingdom at moderate rates. Lithograph of boilers
 forwarded post-free on application.

Royal School of Mines, Jermyn-street.

DR. TYNDALL, F.R.S., will COMMENCE a COURSE of
 THIRTY-TWO LECTURES on MAGNETISM, ELECTRICITY, SOUND,
 LIGHT, and HEAT, at Two o'clock, on MONDAY, the 29th April, at the ROYAL
 SCHOOL OF MINES, JERMYN STREET, to be continued on every week day
 but Saturday at the same hour. Fee for the course, £3.
 TRENHAM REEKS, Registrar.

ANALYSES OF COAL, CANNEL, MINERAL OILS, and all
OIL PRODUCING MINERALS are UNDERTAKEN by
 A. NORMAN TATE, F.A.S.L., &c.,
 ANALYTICAL AND CONSULTING CHEMIST, and CHEMICAL ENGINEER
 (Author of "Petroleum and its Products," &c.),
 MOLD, NORTH WALES.
 Plans and estimates for oil and chemical works prepared, and their
 erection superintended.
 Assays of metals and their ores carefully conducted.

THE MINERS' MANUAL OF ARITHMETIC
 AND SURVEYING.
 BY WILLIAM RICKARD.
 Teacher of Practical Mining in the late Mining School of Cornwall, and Principal
 of the Engineering Academy, 36, Upper Parliament-street, Liverpool.
 Truro: Heard and Son.—London: Longman and Co.; and the office of the Mining
 JOURNAL, 26, Fleet-street; of the author, and of all booksellers.

GUIDE TO INVESTORS.—Mr. SPARGO'S "Guide to Investors"
 for the present month contains Leading Articles on Railway Invest-
 ments, the Revenue, Monetary Affairs, &c.; a Tabular Statement of Banking,
 Mining, and other Companies; City and Commercial Facts and Incidents; and
 a Price List of Shares in Banks, Canals, Railways, Bridges, and Finance Com-
 panies. It also contains Rate of Discount at Home and Abroad; together
 with necessary detailed information connected with the Stock and Share Mar-
 kets, Mines, and Miscellaneous Companies. The City Article affords the most
 recent and authentic information concerning the stock, share, and produce
 markets.
 224 and 225, Gresham House, Old Broad-street, London, E.C., April, 1867.

THE ART OF MECHANICAL DRAWING:
 Sent post free for 42 stamps. Also,
THE ART OF WHEEL GEARING:
 Sent post free for 36 stamps.
 By J. E. PHILLIPS, Grantham, Lincolnshire.

SLATE QUARRY REPORTS.—JOHN BOWER, D.C.L. Oxon,
 Barrister-at-law, who has been for nine years Manager and Director of
 the Snowdon Slate Quarries Company (Limited), is PREPARED to INSPECT
 and REPORT on any QUARRY of SLATE VEIN in NORTH WALES, and his
 REPORT would include every fact FAVOURABLE or UNFAVOURABLE.
 Address, Glydri View, Llanberis.

SHAREHOLDERS IN PUBLIC COMPANIES desirous of
 avoiding calls and further responsibility will find purchasers on applying
 to Messrs. BARRETT and CO., 78, LOMBARD STREET, CITY, and No. 20,
 SPRING GARDENS, CHANCERY CROSS. Stocks, shares, mining, and other
 miscellaneous securities bought and sold. Investment Review on application.
 Cash advances made.

NOTICE.—CAPT. S. M. RIDGE, of LLANIDLOES,
 MONTGOMERYSHIRE (late manager of the Brynastig and Cwm Ffion
 Colliery, and others, in Shropshire and Wales), is NOW OPEN to INSPECT and
 REPORT UPON ANY LEAD MINE in either of these localities that he
 may be confided to his care, having had better than 30 years' experience in lead
 mining, as minor and agent.—Address, Capt. S. M. RIDGE, Llanidloes, Mont-
 gomeryshire.

TO COLLIERY AND IRONWORKS PROPRIETORS.
 PATENTERS, and ADVERTISERS of every class, who wish to address
 themselves to the COLLIERY, IRONWORKS, MINERAL PROPRIETORS,
 SHAREOWNERS, &c., of SOUTH WALES, should advertise in the "CARDIFF
 AND MERTHYR GUARDIAN," established in 1832, and which is the leading
 journal in South Wales. A series of advertisements inserted on liberal terms.
 Address, G. W. JONES, General Manager, Cardiff and Merthyr Guardian Office,
 11, John-street, Cardiff.

RAILWAY WAGON WORKS, BARNSELY.

MESSRS. G. W. AND T. CRAIK are PREPARED TO SUPPLY
 COAL AND COKE WAGONS OF EVERY DESCRIPTION, either for
 cash, or by preferred payments through wagon-leasing companies.
 WAGONS PROMPTLY REPAIRED.

GLA HOLM AND ROBSON,
 HENDON PATENT ROPE, SUNDERLAND,
 MANUFACTURERS OF ALL DESCRIPTIONS OF STEEL
 IRON, and HEMP ROPES FOR COLLIERIES, SHIPS, &c.

CHARLES J. SPENCER AND CO.,
 ENGINEERS AND CONTRACTORS,
 No. 4, QUEEN STREET PLACE, CANNON STREET, LONDON, E.C.

HORIZONTAL ENGINES, of all sizes, suitable for WINNING
 and other COLLIERY PURPOSES, kept in stock, and made to order.
 ESTIMATES AND PLANS given for BOILERS, SHAPING, MACHINERY, &c.

HERBERT AULT, ENGINEER,
 DRAUGHTSMAN AND PATENTEE'S ASSISTANT,
 VALUER OF MACHINERY, IRONWORKS, RAILWAY
 and COLLIERY PLANT, and other works: DESIGNER and CON-
 TRACTOR for every description of RAILWAY and COLLIERY PLANT, CON-
 TRACTORS' and other LOCOMOTIVES, HOT AIR and HOT WATER APPA-
 RATUS, &c.
 Preparer of models &c., for patentees, and every other assistance given upon
 the most moderate terms. Estimates given for taking down and erecting works
 and other machinery.
 Applications addressed to HERBERT AULT, Netherton, near Dudley, will meet
 with prompt attention.
 N.B.—HERBERT AULT begs to call the attention of gentlemen about to build
 greenhouses or conservatories to his large assortment of designs at exceedingly
 low prices.

PATENT FLEXIBLE TUBING,
 AND PRACTICE CLOTH FOR MINES,
 MANUFACTURED BY
 ELLIS LEVER,
 PATENTEE,
 WEST GORTON WORKS, MANCHESTER.

TO COLLIERY PROPRIETORS.
BEST CHARCOAL IRON AND STEEL WIRE ROPES,
 Also HEMP ROPES, for MINING PURPOSES.
 ELLIS LEVER,
 WEST GORTON WORKS, MANCHESTER.

SANDYS, VIVIAN, AND CO.,
 COPPER HOUSE FOUNDRY, HAYLE, CORNWALL,
 ENGINEERS, IRON and BRASS FOUNDERS,
 MANUFACTURERS OF PUMPING ENGINES for WATERWORKS, MINING
 MACHINERY, MATERIALS, and TOOLS of every description.
 Foreign mines supplied on the best terms, and at the shortest notice. Second-
 hand Mining Machinery and Pitwork in Stock; also a new 4 and a 2-horse
 power high-pressure vertical engines, with boilers, and a second-hand 10-hp
 whirling engine, condensing.

WILLIAMS'S PERRAN FOUNDRY COMPANY,
 PERRANARWORTH, CORNWALL.
 MANUFACTURERS OF STEAM PUMPING and EVERY OTHER KIND
 of ENGINES, together with BOILERS, PUMP CASTINGS, and MINING TOOLS
 of every description, of the very best quality. Estimates given for the supply of
 any amount of machinery.
 London Agent.—Mr. EDWARD COOKE, 76, Old Broad-street, London, E.C.

RAILWAY CARRIAGE COMPANY (LIMITED)
 ESTABLISHED 1847.
 OLDBURY WORKS, NEAR BIRMINGHAM.
 MANUFACTURERS OF RAILWAY CARRIAGES and WAGONS, and EVERY
 DESCRIPTION of IRONWORK.
 Passenger carriages and wagons built, either for cash or for payment
 over a period of years.
 RAILWAY WAGONS FOR HIRE.
 CHIEF OFFICES.—OLDBURY WORKS, NEAR BIRMINGHAM.
 LONDON OFFICES.—6, STOREY'S GATE, GREAT GEORGE STREET,
 WESTMINSTER.

THE BEVERLEY IRON AND WAGON COMPANY
 (LIMITED).
 MANUFACTURERS OF RAILWAY CARRIAGES and WAGONS, WROUGHT
 and CAST IRON CARRIAGE and WAGON WHEELS, AXLES, HAMMERED
 IRON, and HEAVY SMITHS' WORK for ENGINEERS, &c. BRASS and
 IRON FOUNDERS. MAKERS OF PORTABLE FARM RAILWAYS, TURN-
 TABLES, CROSSINGS, SWITCHES, &c. AGRICULTURAL MACHINISTS.
 MANUFACTURERS OF FIBRE, ROAD, and BARN IMPLEMENTS, PATENT
 LORRY, CART, and CARRIAGE WHEELS, with WOOD or IRON NAVES.
 REAPING MACHINES, CLOD CRUSHERS, CORN MILLS, &c. SAW MILL
 FRUITERS. GENERAL TIMBER CONVERTERS for home and foreign
 RAILWAYS, STATIONS, BARRACKS, EXHIBITIONS, &c.
 IRONWORKS BEVERLEY, YORKSHIRE.

THE BIRMINGHAM WAGON COMPANY (LIMITED)
 MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for
 HIRE and SALE, by immediate or deferred payments. They have also wagons
 for hire capable of carrying 6, 8, and 10 tons, part of which are constructed spe-
 cially for shipping purposes. Wagons in working order maintained by contract.
 EDWARD POWELL, Secy.
 WAGON WORKS.—SMETTHICK, BIRMINGHAM.
 Loans received on Debenture: particulars on application.
 London Agent.—Mr. E. B. SAVILE, 67, Victoria-street, Westminster, S.W.

STAFFORDSHIRE WHEEL AND AXLE COMPANY
 (LIMITED).
 MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRA-
 CTORS' WHEELS and AXLES, and other IRONWORK, used in the CON-
 STRUCTION of RAILWAY ROLLING STOCK.
 OFFICES AND WORKS,
 HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

BOWLING IRON COMPANY
 BRADFORD, YORKSHIRE.
 BEST CRUCIBLE CAST-STEEL TYRES, AXLES, CRANK
 AXLES, BOILER PLATES,
 Also COG WHEELS, and other CASTINGS.
 This company is prepared to furnish the above-mentioned articles in CAST
 STEEL of a very superior quality, made principally from their own well-known
 "BOWLING IRON."
 Also BOWLING WROUGHT-IRON SOLID WELDLESS TYRES, of any size
 and to any section.

THE SEACOMBE FORGE RIVET AND BOLT COMPANY,
 MANUFACTURERS OF
 BOLTS RIVETS, WASHERS, COACH SCREWS, SPIKES, SET PINS,
 TIE RODS, COTTER PINS, &c.;
 ALSO,
 ENGINEERS' AND SHIPBUILDERS' FORGINGS, SMITHS' WORK, and
 every description of SHIPS' FASTENINGS.

WORKS.—SEACOMBE, NEAR BIRKENHEAD.
COAL CUTTING MACHINERY.
 THE WEST ARDSLEY COMPANY having, by recently patented improve-
 ments, perfected their coal cutting machinery, worked by compressed air, are
 NOW READY to MAKE CONTRACTS for the CONSTRUCTION and USE of
 their MACHINES.
 The results of twelve months' experience in the working of these machines, by
 the West Ardsley Company, have proved most satisfactory, their use being found
 to CHEAPEN the COST and IMPROVE the average SIZE of the COAL, to
 LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION
 of the MINE.
 All communications to be made to Messrs. FIRTH, DONNISTHORPE, and BOWER,
 No. 8, Britannia-street, Leeds.

NOTICE.—The WEST ARDSLEY COMPANY, having reason-
 to believe that their patents are being infringed upon, hereby give no-
 tice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES
 who may MAKE FOR SALE, or USE ANY MACHINERY in the construction
 of which any such INFRINGEMENT is MADE.

THE CORNWALL BLASTING POWDER COMPANY,
 ST. ALLEN GUNPOWDER MILLS, TRURO,
 MANUFACTURERS OF PATENT BLASTING POWDER,
 ORDINARY GUNPOWDER, and WATERPROOF SAFETY
 BLASTING CARTRIDGES.

THE CORNWALL BLASTING POWDER COMPANY SOLICIT PARTI-
 CULAR ATTENTION to their PATENT BLASTING POWDER, which has
 now been fully tested by time, and the growing estimation in which it is held
 by working men proves its great superiority over ordinary gunpowder.
 It possesses the following advantages:—
 Its WEIGHT being about TWENTY-FIVE PER CENT. LESS than ORDI-
 NARY GUNPOWDER, and EQUAL in STRENGTH, bulk for bulk, an IM-
 PORTANT SAVING is EFFECTED on the score of CONSUMPTION.
 It creates, on explosion, only about ONE-HALF as much SMOKE as ORDI-
 NARY GUNPOWDER, and this smoke being of a lighter nature soon passes
 away, and an IMPORTANT SAVING is thus EFFECTED on the score of TIME.
 It is ADAPTED to ANY CLIMATE, DOES NOT BECOME WASTEFUL by
 EXPOSURE to the ATMOSPHERE, is NOT MORE DANGEROUS in use than
 ORDINARY GUNPOWDER.
 Testimonials forwarded on application.

DÖRING'S PATENT TUNNELLING AND
ROCK-BORING ENGINE.
 AS USED IN THE PRUSSIAN AND BELGIAN MINES, with all the LATEST
 IMPROVEMENTS, may be SEEN AT WORK every day next week (except
 Saturday), between Three and half-past Five o'clock P.M., at FELIX STREET,
 WESTMINSTER BRIDGE ROAD, LAMBETH. All mining and other engineers
 are invited.
 For description, see the Times, 24th December, 1866; also, Engineering, 22d
 December, 1866.
 Further particulars may be obtained of Mr. DÖRING or Mr. GROVER, 30,
 Duke-street, Westminster.

THE GREAT CHIVERTON CONSOLIDATED SILVER-LEAD
MINING COMPANY (LIMITED).

The mine is situated in the immediate vicinity of the celebrated West Chiverton,
 East Wheal Rose, Shepherd, and Cargill Mines, all celebrated for
 their enormous yield of silver-lead ores and the
 large dividends they have paid.
 Capital £15,000, in 3000 shares of £5 each.
 Deposit on application, 10s. per share; upon allotment, 10s.
 The first call will be 20s. per share, and no subsequent call will
 exceed 10s. per share.

Registered under the Companies Act, 1862, whereby the liability of each
 shareholder is strictly limited to the amount subscribed for.
 DIRECTORS.

Colonel BOLDERSON (late Madras Army), Ashburnham House, Southsea.
 CHARLES W. DOHERTY, Esq., 307, Regent-street.
 Captain HANDLEY (Chairman of the Provincial Union Assurance Company),
 Gipsy Hill, Surrey.
 JOHN OWEN, Esq. (Clerk of the Peace of Pembrokeshire), Boulden Croft,
 Newent.
 Major THOMPSON (late 21st Regt.), St. Alban's-road, Upper Norwood, Surrey.
 BANKERS.—The City Bank, Threadneedle-street.
 SECRETARY.—Mr. Wright.

OFFICES.—26, NICHOLAS LANE, LOMBARD STREET.

PROSPECTUS.
 This company has been formed for the purpose of purchasing the lease and
 extending the works of one of the richest silver-lead mines situated in the pre-
 eminently rich Chiverton district.

The property which is intended to be purchased and worked by this company
 lies immediately to the south of the well-known dividend-paying Cargill Mine,
 and the celebrated East Wheal Rose Mine, and it is confidently believed that it
 has the same run of rich lodes, besides having parallel lodes to the rich West
 Chiverton Mine.

It was very successfully worked some years since, and considerable returns of
 silver-lead ores made, at a time when lead mining was much less profitable than
 it is now, but, owing to a complication of disputes with the owners of adjoining
 properties, the affairs of the old company went into Chancery, where they re-
 mained for several years, effectually preventing all attempts that were made to
 continue the working of this most valuable property.

The silver-lead ores raised from this mine were purchased by Messrs. Robert
 Mitchell and Son, of Truro, and a small parcel of copper ore by Mr. Octavius
 Williams.

It is confidently believed that this set contains some of the other well-known
 lead lodes of the district in addition to those already alluded to. Three well-
 defined lodes have already been opened upon, and a shaft sunk to the depth of
 35 fathoms under the adit, and a fine course of lead ore is now standing in the
 bottom, which can be worked away at a profit directly the mine is in fork.

In driving a deep adit in another part of the property some fine samples of
 silver-lead ore have been met with.
 The lead ore shows upon assay 60 ozs. of silver to the ton, and it has realised
 as high a price as £21 per ton.

A very moderate amount of capital will suffice to put the mine into complete
 working order, and the directors confidently believe, from the evidence that has
 been submitted to them of the value of the lodes already opened upon, that they
 will be in a position to make sales of lead ores at a very early period, and to de-
 clare dividends in a comparatively short space of time.

Three of the most celebrated mines situated in the immediate neighbourhood
 of the property to be purchased by this company—East Wheal Rose, West Chiv-
 erton, and Cargill—have made enormous returns of silver-lead ore. The shares
 in the first-named mine, with £50 paid, were once selling at a premium of 1800
 per cent.; the second, with £10 paid, have been sold at a premium 750 per cent.;
 and the last-named, with £15 paid, have been sold at a premium of 500 per cent.

The directors refer to the reports accompanying the prospectus.
 The Memorandum and Articles of Association, together with all documents in
 the possession of the company, can be seen at the offices.
 If no allotment is made the deposit will be promptly returned, without de-
 duction.

Applications for shares, with a cheque or Post Office order for the deposit, can
 be sent on the form accompanying the prospectus, either to the bankers, brokers,
 or secretary.
 No application for less than five shares will be received.
 Shareholders can pay up their shares in full, and they will be allowed interest
 at the rate of 5 per cent. per annum on all payments so made beyond the calls
 for the time being.

Samples of the ores, and a plan of the district, can be seen at the offices, and
 every information can be obtained upon application to the secretary.

BAGILLT OIL COMPANY (LIMITED),
 FLINT.
 MANUFACTURERS OF BLACK GREASE
 FOR COLLIERY WIRE ROPES, TRAMS, WAGONS, &c., £5 PER TON.
 TORCH AND LAMP OIL, 1s. PER GALLON (Casks free).
 LUBRICATING OIL, 1s. PER GALLON (Casks free).
 IMPROVED APPLICATION OF WATER POWER.

THE TURBINE.
MACADAM BROTHERS AND CO., ENGINEERS, SOHO
 FOUNDRY, BELFAST, have been engaged for fifteen years, with com-
 plete success, in MANUFACTURING their IMPROVED TURBINES, and can
 recommend them with confidence.
 This machine is applicable to all practicable heights of fall and quantities of
 water, giving a much higher percentage of power than any other description of
 water-wheel.
 On low falls it has the additional advantage of not being affected by floods or
 backwater, and it is particularly well adapted for any falls where the quantity
 of water is variable.
 Further particulars on application, also references to turbines now at work
 on a great variety of falls.

NITRO-GLYCERINE, OR NOBEL'S PATENT BLASTING
OIL.—The EXPLOSIVE FORCE of this BLASTING OIL is TEN TIMES
 that of GUNPOWDER, and the ECONOMY and SAVING in TIME, LABOUR,
 and COST in removing hard and hard rock, in sinking shafts, driving tun-
 nels, and opening forward in close ends is immense.
 It will not explode from a spark or fire, but from concussion alone, and is con-
 sequently much less dangerous than gunpowder or gun-cotton.
 Being heavier than water it sinks to the bottom of a wet hole, no other tamp-
 ing than water being required.
 One charge of this blasting oil, which is now being used with wonderful effect
 in all the largest slate quarries in North Wales, will displace as much slate rock
 as four or five charges of gunpowder; and its great force, acting on a large
 quantity of good slate rock, shakes and displaces it at the natural joints, or
 cracks, without damaging the slabs nearly so much as the more numerous
 blasts from any other blasting material would do.
 This invaluable quarrying agent may now be obtained from Messrs. WEBB
 and Co., Garnarvon, sole consignees from the patentee.

PUMP-LIFTS.—TO MINING COMPANIES, AND OTHERS.
 THE EXECUTORS OF JESSE VARLEY, BROOKFIELD FOUNDRY,
 ST. HELEN'S, LANCASHIRE, having PATTERNS for all sizes of PUMP
 LIFTS, and being specially PREPARED for their MANUFACTURE through-
 out, in a position to supply them at reasonable prices, and with speed.
 Estimates for the lifts complete, or price per cwt. for the pump trees alone,
 forwarded on application.

NICKEL AND COBALT REFINING, AND GERMAN SILVER
 WORKS, 16, OZZELL STREET NORTH, BIRMINGHAM.
 STEPHEN BARKER begs to inform the Trade that he has the following ar-
 ticles for sale:—REFINED METALLIC NICKEL.
 REFINED METALLIC BISMUTH.
 OXIDE OF COBALT.
 GERMAN SILVER, IN INGOTS, SHEET, WIRE, &c.
 NICKEL AND COBALT ORES PURCHASED.

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX,
 AND CHEMICAL WORKS,
 NEAR STOKE-UPON-TRENT, STAFFORDSHIRE.
 JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER,
 Purchaser of Borate of Lime and Tincal.
 Teacher of Practical Mining in the late Mining School of Cornwall, and Prin-
 cipal of the Engineering Academy, 36, Upper Parliament-street, Liverpool.

BRITISH, COLONIAL, AND FOREIGN PATENTS,
 REGISTRATION OF DESIGNS, COPYRIGHTS, TECHNICAL TRANS-
 LATIONS, DRAWINGS, &c.
 MR. MICHAEL HENRY,
 Memb. Soc. Arts, Assoc. Soc. Engineers, Author of the "Inventors' Almanac,"
 and the "Defence of the Patent Law,"
 PATENT REGISTRATION AND COPYRIGHT AGENT AND ADVISER.
 Inventors advised in relation to Patents and Inventive and Industrial Mat-
 ters. Printed information sent free by post. Specifications drawn and revised.
 Searches conducted. Abstracts, Cases, and Opinions drawn.
 Translations of Catalogues, Trade Notices, and Circulars for the approaching
 Paris Exhibition. Mr. HENRY has had special experience in technical French,
 and in French Manufacturing and Commercial Matters.
 Offices, 68, Fleet-street, E.C. London, corner of and entrance in Whitefriars-
 street.

ROBERT LIBBY AND SON
 MINE AND SHAREDEALERS,
 CAMBORNE, CORNWALL.

MR. CHAS. BAWDEN, ST. DAY, SCORRIER, CORNWALL,
 begs to inform his friends and clients that the APPLICATIONS for
 WHEAL CROFTY SHARES are VERY NUMEROUS, and those who require
 any had better communicate with him at once.

SALE OF THE NANT COLLIERY.

THIS SALE has been FINALLY FIXED TO TAKE PLACE at the Grosvenor Hotel, Chester, on MONDAY, the 13th day of May, 1867, at Three for Four o'clock P.M., punctually.

Particulars, with plans and sections, may be had from the Liquidator, ALFRED HARRISON, Esq., 48, Paradise-street, Birmingham; ROBERT H. FOSTER, Esq., Solicitor, Birmingham; or the Auctioneer, Eastgate, Chester.

JOHN PICKERING, Auctioneer.

SALE OF FREEHOLD ESTATE AT BISTREE, NEAR MOLD.

MR. PICKERING has been instructed by the Proprietors to SELL, BY AUCTION, at the Grosvenor Hotel, Chester, on Monday, the 13th day of May, 1867, at Four for Five o'clock P.M., subject to conditions which will be produced at the time of sale, all that very compact and valuable property, called the

BISTREE ESTATE.

Containing about 150 acres of very excellent LAND, with TWO HOMESTEADS and SEVEN COTTAGES thereon, all of which are in capital repair. Part of the land adjoining the Padwood Station, on the Chester and Mold line of railway, and contiguous to Buckley and Mold. A great portion of the land is very eligible for building sites, being beautifully situated, commanding fine views, with nearly a mile of frontage to the Chester and Mold turnpike-road, on the south side. The estate is well timbered, and the land of undeniable quality. Plans of the estate may be obtained from Messrs. TYNDALL, JOHNSON, and TYNDALL, Solicitors, Birmingham; or the Auctioneer, Eastgate, Chester.

IMPORTANT SALE OF A PLATINA VASE, with APPARATUS.

Having served in the Concentration of Sulphuric Acid in the Manufacture of Chemical Products of Messrs. VAN DER ELST, rue de l'Artifice, Brussels.

LE RECEVEUR DES DOMAINES, at Brussels, begs to inform Manufacturers and others that he has received instructions to SELL (by sealed tenders drawn up on stamped paper, and forwarded as registered letters to M. Le Directeur de l'Enregistrement des Domaines, rue Louvain, No. 96), the above-mentioned PLATINA VASE, weighing 28 kilogrammes 260 grammes, including the ACCESSORIES. This apparatus, constructed in 1861 by Messrs. DESMONTS and QUEENSTEN, rue Montmartre, No. 56, Paris, is at present in full working order.

The tenders, naming in full letters the amount offered, will be opened Saturday, 25th May, 1867, at One o'clock in the afternoon, in the Salle des Adjudications Domainales, 96, rue Louvain, and must be approved of (before the sale is considered terminated) by the above-named Directeur des Domaines. The tenders to be directed—"For the Purchase of a Platina Vase."

For further particulars, as to conditions of the sale, mode of payment of the principal sum, and 10 per cent. for expenses, address, Bureau des Domaines a Brussels, rue des Capucins, 14.

The vase will be on view Monday and Thursday of every week, from the 29th April to the 23rd May, at the Treasury Office (Bureau de la Dette Publique), rue de l'Orangerie, 11, Brussels.—Brussels, April 23, 1867.

WEST NANTY LEAD MINE, PARISH OF LLANGWRIG, MONTGOMERYSHIRE.

Notice is hereby given, that this Mine, held on leases from Mrs. A. Warburton Owen and Sir Watkin W. Wynn, Bart., of which about 17 years are unexpired, with all the VALUABLE MACHINERY and PLANT, by PRIVATE CONTRACT.

Tenders for the same will be received by me up to the 15th of May next.

The sett is extensive, and a new lease will be granted to approved tenants on the same conditions as that held by the West Nanty Mining Company (Limited), at 1-16th royalty.

The Mine is worked by water-power, and has recently been supplied with excellent pumping, winding, and crushing machinery, which is as good as new, and is well furnished with all necessary plant for immediately resuming the working.

A limited trial only has as yet been given to this mineral ground, which is worthy of being extensively worked.

The property is approached by a good road connected with the main road, and is about five miles from the village of Llangwrig and ten miles from Llanidloes.

Further particulars may be obtained on application.

HENRY THOMAS, Liquidator, No. 5, Queen-street-place, London, E.C.

NANTY LEAD MINE, PARISH OF LLANGWRIG, MONTGOMERYSHIRE.

Notice is hereby given, that this Mine, held on leases from Mrs. A. Warburton Owen and Sir Watkin W. Wynn, Bart., of which about 17 years are unexpired, with all the VALUABLE MACHINERY and PLANT, by PRIVATE CONTRACT.

Tenders for the same will be received by me up to the 15th of May next.

The sett is extensive, and a new lease will be granted to approved tenants on the same conditions as that held by the West Nanty Mining Company (Limited), at 1-16th royalty.

The Mine is worked by water-power, and has recently been supplied with excellent pumping, winding, and crushing machinery, which is as good as new, and is well furnished with all necessary plant for immediately resuming the working.

A limited trial only has as yet been given to this mineral ground, which is worthy of being extensively worked.

The property is approached by a good road connected with the main road, and is about five miles from the village of Llangwrig and ten miles from Llanidloes.

Further particulars may be obtained on application.

HENRY THOMAS, Liquidator of the Nanty Mining Company (Limited), No. 5, Queen-street-place, Upper Thames-street, London, E.C.

HAWKMOOR MINE, GUNNSLAKE, MATERIALS will

shortly be OFFERED FOR SALE, BY PUBLIC AUCTION, of which due notice will be given.—Particulars may be had of Mr. THOMAS KNIGHT, Gunnslake.

TO BE LET, OR SOLD, AN EXTENSIVE AND VALUABLE

COLLIERY IN WARWICKSHIRE, containing all the best measures of COAL, and best of IRONSTONE of the WARWICKSHIRE COAL FIELD. It is worked by the owners, and raising at the rate of about 30,000 tons of coal per annum. The ironstone can easily be worked in addition to the coal.

The colliery is in immediate connection with the London and North-Western Railway and Coventry Canal by convenient sidings and wharfs.

The whole of the STEAM-ENGINES, with the fixed PLANT, may be taken at a valuation, or be leased, so as to require a very moderate capital.

Good managers' house, farm house, suitable colliery and farm buildings and cottages, with about 60 acres of surface land, may also be leased, either in part or the whole.

This is an opening such as is seldom offered, and well worthy the attention of persons willing to embark in the coal and ironstone mining, there being an excellent market, and the character of the coal and ironstone first-rate and well known.

For further particulars and permission to view, apply to Mr. J. T. WOODHOUSE, Mining Engineer, Derby; and Messrs. THOUGHTON, LEA, and KIRBY, Solicitors, Coventry.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON AND CO.,

PENHALICK, POOL, near CAMBRIDGE, CORNWALL, and BRYMBO, near WREXHAM, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1861, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

For the convenience of their customers and others in the North, W. BRUNTON and Co. have recently erected a branch manufactory at Brymbo, near Wrexham, where, as at Cornwall, they are at all times PREPARED TO EXECUTE UNLIMITED ORDERS FOR SUPPLYING FUSE, upon warrant that it will prove equal to, if not better than, any to be procured elsewhere.

Swan Rope Works.

GARNOCK, BIBBY, AND CO.,

CHAPEL STREET, LIVERPOOL. MANUFACTURERS OF FLAT AND ROUND HEMP AND IRON AND STEEL WIRE ROPES FOR MINING, RAILWAY, AND SHIPPING PURPOSES.

MANILLA ROPE OF SUPERIOR QUALITY, FIFTY PER CENT. STRONGER AND THIRTY PER CENT. CHEAPER than Russian hemp rope.

WIRE ROPE OF FIRST QUALITY WIRE, and the HIGHEST STANDARD OF STRENGTH.

JOHN AND EDWIN WRIGHT,

PATENTERS. (ESTABLISHED 1770.) MANUFACTURERS OF EVERY DESCRIPTION OF IMPROVED

PATENT FLAT AND ROUND WIRE ROPES, From the very best quality of charcoal iron and steel wire.

PATENT FLAT AND ROUND HEMP ROPES.

SHIPS' RIGGING, SIGNAL AND FENCING STRAND, LIGHTNING CONDUCTORS, STEAM PLOUGH ROPES (made from Webster and Horsfall's patent steel wire), HEMP, FLAX, ENGINE YARN, COTTON WASTE, TARPULING, OIL SHEETS, BRATTICE CLOTHS, &c.

UNIVERSE WORKS, MILLWALL, POPLAR, LONDON.

UNIVERSE WORKS, GARRISON STREET, BIRMINGHAM.

No. 2, OSWALD STREET, GLASGOW.

CITY OFFICE, No. 5, LEADENHALL STREET, LONDON, E.C.

CREASES' NEW AND IMPROVED PATENT BORING

MACHINE.—In consequence of the various and IMPORTANT IMPROVEMENTS that an experience of several years has enabled the inventor to introduce into these machines, he can with the most perfect confidence recommend them for their increased DURABILITY, SIMPLICITY, ECONOMY, and SPEED to be attained by their adoption in DRIVING LEVELS or DRIFTS.

The inventor has made arrangements to supply them in any quantity, with warranty. Orders executed according to their date of priority.

Address, EDWARD S. CREASE, Tavistock, Devon.

THE PRACTICAL MECHANICS' JOURNAL for MAY, price 1s.

with two large plate engravings of "Plans and Sections of the Paris Exhibition," and forty-seven wood engravings. Original articles on the General Arrangements and Building of the Paris Exhibition of 1867; on Some Points of Practice in Iron Founding; How to Make Safes Safe; the New Albert Harbour Works, Greenock; Hartlepool Harbour; Medallion Engraving Machine; Equilibrium of Slide Valves. Recent patents: Transmitting Messengers—Captain F. J. Bolton; Securing Corks—J. H. Johnson; Taps or Cocks—J. H. Johnson; Heating Gas—B. F. Stevens; Grate Bars—J. H. Johnson; Ornamenting Floor Cloths—John Longbottom. Law reports, reviews of books, mechanics' library, correspondence, scientific societies, monthly notes, list of patents, &c.

London: Longmans, Paternoster-row; Editors' Offices (Offices for Patents), 47, Lincoln's Inn-fields, and 166, Buchanan-street, Glasgow.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the PENHALE AND LOMAX CONSOLIDATED SILVER-LEAD MINING COMPANY (LIMITED).—THE BE SOLE under the sanction of the Registrar of the said Court, BY PUBLIC AUCTION, on Tuesday, the 21st day of May instant, at Twelve o'clock at noon, at PENHALE AND LOMAX CONSOLIDATED SILVER-LEAD MINES, in the parish of Perranzabuloe, within the said Stannaries, subject to such conditions as shall be then and there produced, all the interest of the said company of and in the MINE SETT or GRANT, by virtue of which the mining operations of the said company have been carried on, and the undermentioned MINING MACHINERY, PLANT, and MATERIALS, viz.:

ONE STEAM PUMP ENGINE, 66 in., 10 ft. stroke in cylinder, and 8 ft. in shaft, with first piece of rod and windlass: TWO BOILERS, 14 tons each.

Shears and chafes, complete. Boiler, 9 tons.

Balance bob. Capstan rope and chain.

Capstan. Smiths' and miners' tools, new iron, hammer for joints, blocks, horse and cart, double-seated 4-wheeled gig, and gig and cart harness, bench and sawpit frame, four windows and frames, iron beam and scales, new weighing-bridge.

Plunger poles. Iron waterwheel, 14 ft., 4 ft. breast.

Plunger boxes and glands. 600 fms. 7 and 7 in. iron water pipes, timber, rope.

Steam winding engine, 26 in., 8 feet stroke, with fly wheel and whim cage.

Steam capstan, with crank shaft, tooth wheels, and wood stand.

Also, the account house and office furniture.

HODGE, HOCKIN, AND MARRACK, solicitors, Truro. Dated Registrar's Office, Truro, May 2, 1867.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN THE MATTER OF THE COMPANIES ACT, 1862, and of the WEST ROSEWARNE MINING COMPANY.—THE REGISTRAR of this Court has appointed FRIDAY, the 10th day of May instant, at Eleven o'clock in the forenoon, at his office, at Truro, to SETTLE the LIST of CONTRIBUTORIES of the ABOVE-NAMED COMPANY, now made out and deposited at the said office.

WILLIAM MICHELL, Registrar of the said Court. Dated the 1st day of May, 1867.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN RE GREAT WHEEL FORTUNE MINE.

TO BE SOLD, pursuant to an Order made in a Cause Robinson v. Aston and others, dated the 23rd day of February last, at the Registrar's Office, Truro, on Wednesday, the 15th day of May instant, at 12 o'clock at noon precisely.

5 (1798ths) PARTS or SHARES of the defendant, James Helsten.

5 (1798ths) PARTS or SHARES of the defendant, R. W. James.

1 (1798th) PART or SHARE of the defendant, Robert Libby; and

18 (1798ths) PARTS or SHARES of the defendant, James Vivian, and William Hild James Vivian.

Of and in the said MINE.

HODGE, HOCKIN, AND MARRACK, Truro (Agents for Grylls, Hill, and Hill, plaintiffs' solicitors, Helston).

Dated Registrar's Office, Truro, May 2, 1867.

In Chancery.

RE CLEVELAND IRON COMPANY (LIMITED). THE NEW IRONFIELDS OF ENGLAND.

MR. CHARLES FURBER is instructed by F. Whinney, Esq., the Official Liquidator (with the approbation of His Lordship the Master of the Rolls), to SELL, BY AUCTION, at the Black Lion Hotel, Stockton-on-Tees, in the county of Durham, on Wednesday, May 15, 1867, at Two for Three o'clock, precisely time, the VALUABLE LEASE of the

IMPORTANT IRON MINE, Comprising an area of 218 acres in and under certain FARMS, called SKELDERSCUGH and FOWLE GREEN, in the Township of Commendale, in the Cleveland district, lying between the Castleton and Kildale Stations of the North Yorkshire and Cleveland Railway, to which it adjoins, and is connected by a siding. All the necessary preliminary outlay has been made to raise the ironstone, and a splendid shaft has been sunk under the superintendence and upon the plans of Mr. J. G. Beckton, the well-known mining engineer, by which the main seam of the Cleveland ironstone has been reached, which exceeds in richness both in quality and quantity all anticipations.

The works are ready for immediate profitable working. The lease is for 99 years. The royalty only 4½d. per ton, and the purchaser will be entitled to raise 64,000 tons of ironstone free of royalty.

The mines and works may be viewed on application to Mr. WATSON, the resident manager, of whom particulars and conditions of sale may be obtained; or to F. WHINNEY, Esq., Official Liquidator, 8, Old Jewry; or Messrs. DEANE and CHUBB, Solicitors, 14, South-square, Gray's Inn; at the Black Lion Hotel, Stockton-on-Tees; and at the Auction and Estate Offices in Warwick-court, Gray's Inn.

FOREST OF DEAN, GLOUCESTERSHIRE. VALUABLE MINING PROPERTY.

MR. C. A. COURT WILL SELL, BY AUCTION, at the Angel Hotel, Coleford, on Wednesday, the 8th day of May, 1867, at Three o'clock P.M., subject to conditions of sale, to be then produced:—

THE ATLAS IRON MINE GALE.

LOT 1.—THE ATLAS IRON MINE GALE, situated near to the town of Coleford, and in the parish of Newland and township of West Dean. The Gale comprises all the VEINS of IRON ORE underneath an area of 450 acres, or thereabouts.

The Gale is situated within half a mile of the intended route of the Worcester, Dean Forest, and Monmouth Railway, for which an Act has been obtained. The valuable nature of the Forest of Dean iron ore is well known. The yield of the Easter Iron Mine, which adjoins this Gale, has been very abundant, and of the richest quality. The Coleford Iron Mine Gale, which also adjoins the Atlas Gale, was purchased by the present proprietors, prior to the passing of the Worcester, Dean Forest, and Monmouth Railway Bill, for £10,000.

The Atlas Gale is sufficiently extensive to be divided into two or more independent and valuable works.

The lowest vein of iron ore will be won by sinking to a depth of 150 or 200 yards, and the upper vein will be reached at 110 yards, or thereabouts.

The inclination of the strata is slight, and the cost of winning the lower vein is expected to be moderate. The Gale is held under a grant fr. = the Crown, which will be produced at the sale, or can be inspected previously.

For further particulars apply to Messrs. POWLES and EVANS, solicitors, Monmouth; or Mr. WILLIAM ROBERTS, jun., solicitor, Coleford; or the Auctioneer, Monmouth.

PRELIMINARY ADVERTISEMENT.

MR. WHEATLEY KIRK respectfully announces that he is instructed to ARRANGE, CATALOGUE, and SELL, BY AUCTION, about the third week in May, all the VALUABLE PLANT, STEAM ENGINE, BOILER, ENGINEERS' TOOLS, UTENSILS, &c., on the premises of the VICTORIA CARRIAGE WORKS, SALTNEY, CHESTER.

Further particulars in future papers and catalogues, which may be had of the offices of the Auctioneer, 5, Essex-street, King-street, Manchester.

FREEHOLD COTTON MILL, IN PRESTON, NORTH LANCASHIRE. TO COTTON SPINNERS, MANUFACTURERS, AND OTHERS.

MR. WHEATLEY KIRK is instructed to SELL, BY AUCTION, on Tuesday, the 14th May, 1867, at the Clarence Hotel, in Manchester, at Three o'clock P.M., in One Lot (conditions of which will be then produced), all that PLOT or PARCEL of FREEHOLD LAND, upon which all that substantial fire-proof COTTON MILL is erected, called

WELL FIELD MILL, In PRESTON, NORTH LANCASHIRE, containing 20,000 yards, or thereabouts. The mill buildings are all fire-proof, brick-built, and most substantial erections, and nearly equal to new. The main building is five storeys (including the attic), and contains eight bays of 10 ft. 6 in. each—viz., 84 ft. by 97 ft. 9 in.; the other portion is 76 ft. by 56 ft. The outer premises are replete with conveniences of the most modern and economical character, including blowing-room, separate waste and cotton rooms, engine and sifter houses, warehousing, counting-houses, store-rooms, time-keeper's office, &c.; also SIXTEEN substantial, modern, and well-built COTTAGES, fronting to main street, and forming part of the millyard premises. The reservoirs or lodges are ample, and supplied by their own springs. The mill-yard and out-door appurtenances are spacious and convenient, and fully adapted for the machinery at present thereon—viz., 30,000 self-acting mule and 18,500 throstle spindles, and full complement of preparation, the latter all by E. & C. of Manchester. The weaving department is also constructed for securing due economy in working the present contents—viz., 800 looms, with their due proportion of warping, beaming, sizing, &c., &c.

The motive-power consists of SEVEN CORNISH TWO-FLUED BOILERS, and all by Stephenson, of Preston. The engine-power is 260-horse—viz., TWO PAIRS of ENGINES, by Hick, of Bolton, and ONE PAIR of the same are upon their (Hick's) compound principle. The mill-gearing, shafting, steam, water, and gas pipes are all of the most substantial character.

ORDER OF SALE.—The whole of the above property, including land, mill-buildings, warehousing, 16 cottages, reservoirs, boilers, engines, steam, water, and gas pipes and fittings, will be sold in one lot; and the purchaser or purchasers will have the option of taking the whole or any portion of the machinery (both spinning and weaving) and preparation, inventories of which may be had of the Auctioneer, at a fair valuation, or not, as he or they may elect.

Further particulars, with cards to view, may be had at the offices of Messrs. WINSTANLEY and CHARNLEY, Solicitors, Preston; or of the Auctioneer, 5, Essex-street, King-street, Manchester.

FOR DISPOSAL, THE ENTIRE INTEREST in a large COLLIERY and BRICKFIELD, with PLANT, TRUCKS, and all necessary for a large trade, situated in the Midland Counties, now in working order and making a profit, which only needs development to ensure a good return upon the outlay. For particulars, apply to Mr. E. S. ROGERS, 2, Cannon-street, Manchester.

LEAWOOD MINE, BRIDESTOWE.

SUPERIOR ENGINE AND MINE MATERIALS FOR SALE.

MR. DAVIS WILL SELL, BY AUCTION, on Tuesday, the 7th of May, 1867, at One o'clock in the afternoon, at LEAWOOD MINE, in BRIDESTOWE, DEVON, the undermentioned MACHINERY and MATERIALS of the said Mine, comprising—

A very superior 60 in. cylinder STEAM PUMP ENGINE, equal beam, 9 ft. stroke, with TWO BOILERS of 12 tons each, made about two years since, by Messrs. Harvey and Co., of Hayle.

21 9 ft. 16 inch pumps. 1 9 inch matching. 1 8 inch H-piece. 1 8 inch H-piece. 1 8 inch doopce. 1 9 feet 8 inch windbore. 1 8 inch plunger pole. 1 9 inch pole case. 1 17½ inch stuffing box and gland. 1 18 inch pole case. 1 17½ inch stuffing box and gland. 1 18 inch doopce. 1 16 inch doopce. 1 9 feet 15 inch working barrels. 1 9 feet 15 inch windbore. 2 16 inch doopce. 2 16 inch matching. 1 9 feet 8 inch pumps. 1 9 feet 8 inch pumps. 1 12 inch capstan, 50 feet shears with shaves and brasses (complete), 155 fms. 12 inch capstan rope (made by Mr. Hawke two years since), balance bob with saddles and brasses, poppet heads and pulleys, 3 14 inch oak rods, with plates, &c., 1 13 inch ditto, 1 13 inch pine ditto, 1 9 inch ditto, a very superior weighing-bridge (nearly new), a weighing machine, a quantity of 3/4ths chain, 3 tram wagons, a powerful screw, a crab winch, 24 hammered iron rod poles, 1 pair caps, 2 horse whims with poppet heads, &c., large shaves, poppet heads, staples and glands, 2 whim shaves, 4 whim kibbles, 2 winze ditto, several lots of chain, a chain ladder, 5 2½ inch iron rods (27 fms.), 74 fms. iron stave ladders, an excellent set of screw taps and plates, 2 saddles, several lots of useful and screw iron, set of lifting blocks, shaft gig, lot of wood air pipes, knocker frame and line, air machine, carpenter's bench, grindstone and frame, 2 wheelbarrows, 1 handbarrow, several shovels, sundry miners' and smiths' tools, lot of tallow, a 40 inch smith's bellows (nearly new), 2 anvils, vice, smiths' horse, trough, hand screw, spanners, with a variety of other useful articles; also a very superior miner's dial.

The Auctioneer begs to intimate that the above materials are of a very superior quality, having been laid in new regardless of expense only two years since. The Mine is situated close to a public road leading from Bridestowe to Tavistock, distant from that town about nine miles, and within about four miles from the Lydford Station of the South Devon, Tavistock, and Launceston Railway. Refreshments on the table at Twelve o'clock.

Bridestowe, 20th April, 1867.

COUNTY OF GLAMORGAN.

VALUABLE FREEHOLD LANDS AND MINERALS.

MR. H. W. HARRIS WILL SELL, BY AUCTION, on Thursday, the 30th day of May, 1867, at the Queen's Hotel, Cardiff, at Two o'clock in the afternoon, subject to such conditions of sale as shall be then produced, all that valuable FREEHOLD FARM AND LANDS, called

"PANTANNAS FARM," with the MINERALS Thereunder, situate near Quaker's Yard, in the parish of Merthyr Tydfil, Glamorganshire, containing by estimation, FIFTY ACRES, a little more or less.

The whole of the farm consists of arable and pasture land, with some good timber thereon, and is bounded by the Bargoire River on the east; on the south and west by the River Taff and the lands of Lady Windsor; and on the north by lands of Colonel Wood. The whole of the minerals and coal measures of the district are beneath this farm.

The West Midland Railway and the turnpike-road leading from Merthyr to Cardiff run through the land.

The farm is situated in one of the best localities in the neighbourhood for building purposes, for the erection of any works for manufacturing purposes, or for the erection of villas, having good roads and approaches thereto, and being within seven miles of the town of Merthyr Tydfil and Aberdare, that, combined with the varied scenery and picturesque beauty of the neighbourhood, would make it a desirable and healthy place of residence for gentlemen retired from business.

Some portion of the land is now under a building lease, producing a rental of £5 per annum, and another portion is under a farming lease for twenty-one years, commencing from the 24th day of February, 1858, at a rental of £20 per annum, and the present gross rental of the whole farm is £45 per annum. Two-thirds of the purchase-money may remain on mortgage at 4 per cent., if required.

For further particulars apply to JOHN PERROTT, Esq., Hengrove Hall, Gell-y-gare; Messrs. C. H. and F. JAMES, Solicitors, Merthyr; Mr. WILLIAM DAVIES of the Perrott Inn, near Quaker's Yard (who will show the premises); or to the Auctioneer, 140, High-street, Merthyr.—Auctioneer's Office, April 13th, 1867.

THE CWM CELYN, BLAINA, AND COALBROOK VALE IRONWORKS. BRAND C & C.

IMPORTANT IRONWORKS IN MONMOUTHSHIRE.

MESSRS. FULLER AND HORSEY are instructed by the Liquidator to SELL, BY AUCTION, on Wednesday, June 5, at Two o'clock precisely, at the Auction Mart, London, in one lot, the important, extensive, and valuable FREEHOLD and LEASEHOLD MINERAL PROPERTIES, known as the—

CWM CELYN, BLAINA, AND COALBROOK VALE IRONWORKS.

With the COLLIERIES, BLAST FURNACES, FORGE AND ROLLING MILLS, and ENGINEERING WORKS, situate in the parish of ABERYSTWYTH, in the county of MONMOUTH, about twenty miles from the shipping port of Newport, and in direct communication therewith by means of the Monmouthshire Railway, which runs through the property, and of the Blaina Station, which is within a few yards of the entrance gates. The estates and works of Messrs. J. and C. Bailey and of the Blaenavon Company adjoin the property.

The total area of the MINERAL PROPERTY is 999A. 0R. 22P. of which 11A. 13P. are freehold, and 589A. 38P. are leasehold, and there are eleven seams of coal of the aggregate thickness of 41 ft., and seven courses of rich ironstone extending over the whole of this large area; there are also several veins of excellent fire-clay, used in the manufacture of bricks for the works. The minerals raised are the same as those raised at the works of the Blaenavon Company and of Messrs. J. and C. Bailey.

The COAL is a first-class coal for iron-making, or for sale for steam purposes, and the iron produced has a good reputation in the market, and the brand of make of the iron is well known in Great Britain, on the Continent, in the United States, and the Colonies. The extent and capacity of the works may be judged from the fact that the forges and mills have averaged for six years, ending 1865, a yearly make of 39,000 tons.

From a survey made in December, 1865, by Mr. John Hedley, the eminent mining engineer, the quantity of coal then unworked exceeded 30,000,000 tons, and of ironstone 7,900,000 tons. There are 11 pits on the freehold, from 200 to 210 yards in depth, for raising minerals down to the bottom seam, for pumping and for ventilating the mines, and the whole of the workings are most effectively drained. There are nine pits on the leasehold properties for the same purposes now in use, from 66 yards to 220 yards deep, and several shafts not yet used, but which can be made available hereafter in winning measures not yet worked. The quantities of coal and iron raised on an average of six years have been 304,200 tons annually.

There are five blast-furnaces in operation (one new last year), four for hot-blast and one for cold-blast iron, with blowing engines and calcining kilns, 114 coke ovens, coke hearths, and

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Total divs.	Pershare.	Last paid.
300	Alderley Edge, c. Cheshire	10 0 0	—	—	8 12 8	0 5 0	Jan. 1887
300	Batallack, c. St. Just	91 5 0	—	—	488 15 0	0 0 0	May, 1886
10000	British Salt Company	10 0 0	—	—	9 per cent.	—	Mar. 1887
4000	Brookwood, c. Cornwall	12 0 0	—	—	3 0 0	0 2 6	Sept. 1886
1000	Bronfield, c. Cardiganshire	12 0 0	—	—	0 1 0	0 1 6	Aug. 1886
6400	Cashwell, c. Cumberland	2 10 0	—	—	13 15 0	0 0 0	Feb. 1886
916	Cargill, s.-l. Newlyn	15 5 7	—	—	376 10 0	4 0 0	Feb. 1887
1867	Cwm Erfin, c. Cardiganshire	7 10 0	—	—	169 10 0	2 10 0	Mar. 1887
128	Cwmystwith, c. Cardiganshire	60 0 0	—	—	1064 0 0	6 0 0	Mar. 1887
300	Dewent Mines, s.-l. Durham	300 0 0	—	—	825 10 0	4 0 0	Apr. 1887
1024	Devon Gt. Consols, c. Tavistock	1 0 0	400	380 400	14 9 6	0 2 0	Apr. 1887
358	Dolcoath, c. c. Camborne	128 17 6	—	—	392 10 0	2 10 0	Mar. 1887
6144	East Caradon, c. St. Cleer	2 14 6	—	—	0 10 0	0 1 0	Apr. 1887
300	East Darron, c. Cardiganshire	32 0 0	—	—	0 10 0	0 1 0	Apr. 1887
128	East Pool, c. c. Pool, Illogan	24 5 0	—	—	0 10 0	0 1 6	Jan. 1886
5000	East Rosewarne, c. c. Gwinnar	2 15 0	—	—	2 15 0	0 0 0	Apr. 1887
1906	East Wheel Lovell, c. Wendron	3 9 0	—	9 9 1/2	70 0 0	0 10 0	Mar. 1887
2800	Foxdale, c. Isle of Man	25 0 0	—	—	3 8 6	0 5 0	Feb. 1886
5000	Frank Mills, c. Christow	3 18 6	—	1 1/2	6 5 0	0 10 0	Mar. 1887
5000	Great Lacey, c. Isle of Man	4 0 0	—	17 1/2 18 1/2	11 5 6	0 7 6	Mar. 1887
5000	Great Wheal Vor, c. c. Helston	10 0 0	—	17 1/2 18 1/2	40 10 0	2 0 0	Mar. 1887
1024	Herodsfoot, c. c. near Liskeard	8 10 0	—	33 35	0 10 0	0 1 0	Apr. 1887
6000	Hingston Down, c. c.	5 10 6	—	—	489 10 0	3 0 0	Mar. 1887
400	Lisburne, c. Cardiganshire	18 15 0	—	—	3 14 0	0 3 0	Mar. 1886
9000	Marke Valley, c. Caradon	4 10 6	—	4 4 1/2	0 13 0	0 3 0	Mar. 1886
3000	Minera Boundary, c. Wrexham	1 0 0	—	—	208 13 0	3 5 0	Feb. 1887
1800	Minera Mining Co. c. Wrexham	25 0 0	—	150 160	0 6 0	0 5 7	Jan. 1887
20000	Mining Co. of Ireland, c. c.	7 0 0	17	—	157 10 0	5 0 0	Jan. 1886
40000	Myndy Iron Ore	3 5 0	—	—	82 7 6	0 10 0	Feb. 1887
—	New Meribeth and Middleton	3 0 0	—	—	550 10 0	6 0 0	Feb. 1886
200	Parys Mine, c. Anglesey	80 0 0	—	—	0 5 6	0 2 6	Mar. 1886
6000	Prosper United, c. St. Hilary	8 14 0	—	3 1/2 2 3/4	18 11 0	0 5 0	Jan. 1886
1120	Providence, c. c. Uny Lelant	10 6 7	—	27 29	8 7 6	0 10 0	Feb. 1887
512	South Caradon, c. St. Cleer	1 5 0	340	—	0 5 6	0 2 6	June, 1886
6000	South Darron, c. c.	3 6 6	—	—	18 11 0	0 5 0	Jan. 1886
6000	Tincroft, c. c. Pool, Illogan	9 0 0	13 1/2 12 1/2	13 1/2	17 7 6	0 2 0	Feb. 1887
3000	W. Chiverton, c. Perranabuloe	10 0 0	70	—	470 0 0	3 0 0	Apr. 1887
400	West Wheal Seton, c. Camborne	47 10 0	135	132 1/2 137 1/2	622 0 0	1 0 0	Oct. 1886
512	Wheal Basset, c. Illogan	5 2 6	—	12 1/2 65	300 10 0	0 10 0	Nov. 1886
1024	Wheal Friendship, c. Tavistock	29 0 0	—	—	61 0 0	0 12 6	Feb. 1886
4225	Wheal Kitty, c. St. Agnes	5 4 6	—	2 1/2 3 1/2	0 10 0	0 1 0	Jan. 1886
1024	Wheal Mary Ann, c. Menheniot	5 4 6	—	13 14	0 10 0	0 1 0	Jan. 1886
2090	Wheal Rose, c. Scorrier	—	—	5 6	241 15 0	2 10 0	Apr. 1887
386	Wheal Seton, c. c. Camborne	58 10 0	—	87 1/2 92 1/2	54 10 0	6 0 0	Mar. 1887
1040	Wheal Trevelyan, s.-l. Liskeard	5 17 10	—	8 10	54 10 0	6 0 0	Mar. 1887
17000	Wicklow, c. c. Wicklow	2 10 0	28	—	54 15 0	1 0 0	Apr. 1887

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Total divs.	Pershare.	Last paid.
6000	Cape Copper Mining	7 0 0	7 1/2	6 1/2 7 1/2	2 12 6	0 10 0	Apr. 1886
100000	Don Pedro No. del Rey, Brazil	0 14 0	1	2 1/2	0 2 0	0 2 0	Mar. 1887
24000	Fortuna, c. Spain	2 0 0	2 1/2	—	1 5 4	0 2 0	Oct. 1887
70000	English and Australian, c.	2 10 0	—	—	1 13 0	0 1 0	Feb. 1887
30000	Gen. Mining Assoc., c. Nova Scotia	20 0 0	20	17 19	22 0 0	1 0 0	June, 1886
10000	Gonessa, c. [5000 £5 pd., 5000 £4 pd.]	—	—	—	7 1/2 per cent. per annum.	—	—
15000	Linares, c. Spain	3 0 0	2 1/2	—	11 6 4	0 5 0	Jan. 1886
30000	Pestarens, c. c. Spain	2 10 0	2 1/2	3 1/2 3 1/2	0 2 6	0 2 6	Mar. 1887
60000	Pannicillo, c. c.	3 0 0	2 1/2	2 1/2	10 per cent.	—	Yearly.
10000	Porto Rico, s.-l. France	20 0 0	2 1/2	2 1/2	4 3 2	1 3 6	Dec. 1886
100000	Scott Phillip, c. c. Clunest	1 0 0	3	—	0 16 0	0 1 0	Jan. 1887
120000	Scottish Australian Mining Co. c.	1 0 0	1	3 1/2	72 15 0	4 0 0	Dec. 1886
11000	St. John del Rey, Brazil	15 0 0	56	54 56	0 9 0	0 10 0	Jan. 1886
50000	Victoria (London) [25000 £1 pd., 25000 £2 pd.]	1 0 0	—	—	0 19 6	0 2 6	May, 1885
40000	West Canada Mining Company	1 0 0	—	—	—	—	—

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Total divs.	Pershare.	Last paid.
45000	Alamillos, c. Spain	2 0 0	—	—	—	—	—
100000	Anglo-Brazilian, c.	0 10 0	—	—	—	—	—
10000	Alten and Quenangen United, c.	4 10 0	—	—	—	—	—
40000	Australasian, c. South Australia	7 7 6	—	—	—	—	—
20000	Britannia Silver-Lead Mines, France [15750 £8 pd.]	—	—	—	—	—	—
2464	Burra Burra, c. South Australia	5 0 0	—	—	—	—	—
25000	Capula, c. Mexico	1 12 0	—	—	—	—	—
30000	Chontal, c. c. Nicaragua	3 10 0	—	—	—	—	—
12000	Cobro Copper Company, c. Cuba	40 10 0	—	—	—	—	—
10000	Coplopo Mining Company, Chile	10 0 0	—	—	—	—	—
10000	Coplopo Smelting, Chile	10 0 0	—	—	—	—	—
300	Copper Miners' Co. of South Australia [150 £100 pd.]	150 £70 pd.]	—	—	—	—	—
25000	East del Rey, c. Brazil	2 15 0	—	—	—	—	—
21500	East Indian Coal, Calcutta	10 0 0	—	—	—	—	—
15000	El Chico Silver Mining and Reduction Company	5 0 0	—	—	—	—	—
8000	English and Canadian Mining Company	5 0 0	—	—	—	—	—
50000	Fronting and Bolivia, c. New Granada	1 12 6	—	—	—	—	—
80000	Great Northern Land, Mining, c. New Zealand	1 11 6	—	—	—	—	—
10000	Great Barrier Land, Mining, c. New Zealand	1 0 0	—	—	—	—	—
60000	Kapunda Mining Co., Australia	1 0 0	—	—	—	—	—
7927	Lusitania (Portugal)	3 0 0	—	—	—	—	—
80000	Mariquita	0 12 6	—	—	—	—	—
12500	Nerbudda Coal and Iron [5000 £5 pd., 6500 £4 pd.]	—	—	—	—	—	—
50000	Nova Scotia Land and Gold	1 15 0	—	—	—	—	—
18000	Ota, c. New Zealand	2 0 0	—	—	—	—	—
5000	Peel River Land and Mineral	100 0 0	38	35 38	—	—	—
51000	New Quebrada, c. Venezuela	8 10 0	—	—	—	—	—
10178	Rhenish Consolidated, c. [5000 £5 pd., 4178 £2 10s. pd.]	—	—	—	—	—	—
50000	Rosa Grande, c. Brazil	0 10 0	—	—	—	—	—
15000	San Pedro del Monte, c. Mexico	4 0 0	—	—	—	—	—
10000	San Roque, c. Spain	5 0 0	—	—	—	—	—
1000	Schlossberg Colliery	10 0 0	—	—	—	—	—
48174	Union Mexican, c. Mexico	28 5 0	2 1/2	2 1/2	—	—	—
10000	Vancouver, c. c.	6 0 0	—	—	—	—	—
30000	Val Antigua, c. c.	0 17 6	—	—	—	—	—
5000	Val de la Merced, c. c.	6 10 0	—	—	—	—	—
50000	Vallancas, c. Italy	20 0 0	—	—	—	—	—
45000	Vital Emanuel, c. Italy	1 0 0	—	—	—	—	—
30000	Washoe, c. c.	5 0 0	—	—	—	—	—
80000	Worthing, c. South Australia	1 0 0	—	—	—	—	—
78000	Yorke Peninsula, c. South Australia	1 0 0	—	—	—	—	—
40000	Yudanamatana, c. S. A.	3 0 0	—	—	—	—	—

BANKS AND FINANCIAL COMPANIES.

Shares.	Banks.	Paid.	Last Pr.	Bus. done.
40000	Alliance [†]	25 0 0	15	14 16
40000	Australian Mort. Land and Financet	5 0 0	5 1/2	4 1/2 5
20000	Australasia	40 0 0	62	60 62
10000	Bank of Egypt [†]	25 0 0	34	32 34
50000	Bank of New Zealand [†]	10 0 0	19	18 19
25000	Bank of Otago ^{††}	10 0 0	19	18 19
20000	Bank of Victoria, Australia [†]	25 0 0	38	38
20000	British North American [†]	50 0 0	61	50 52
915	Canada Company [†]	32 10 0	71	71
50 100	Canadian Loan and Investment [†]	2 10 0	—	—
40000	Chartered Bank India, Australia, and China [†]	20 0 0	17	15 1/2 16 1/2
30000	Chartered Merc. of India, London and China [†]	25 0 0	32	29 30
50000	City [†]	10 0 0	13	12 13
20000	Colonial [†]	25 0 0	37	35 37
40000	Company of African Merchants. ^{††}	3 0 0	3	2 1/2 3
150000	Consolidated Bank [†]	4 0 0	4 1/2	4 1/2 4 1/2
8000	ditto New [†]	4 0 0	4 1/2	4 1/2 4 1/2
200000	Credit Foncier and Mobilier of England [†]	9 0 0	2 1/2	2 1/2 2 1/2
20000	East London ^{††}	5 0 0	3 1/2	3 1/2 3 1/2
20000	English, Scottish, & Aust., Chart. [†]	20 0 0	17 1/2	16 1/2 17 1/2
20000	English and Swedish [†]	25 0 0	17	15 17
20000	Imperial Bank ^{††}	20 0 0	22	20 21
20000	Imperial Ottoman [†]	10 0 0	8	8 8 1/2
150000	International Financial Society ^{††}	5 0 0	2 1/2	1 1/2 1 1/2
300000	International Land Credit ^{††}	6 0 0	2 1/2	2 1/2 2 1/2
50000	London Chartered Bank of Australia [†]	20 0 0	25	22 23
37500	London and County [†]	20 0 0	25	22 23
40000	London Financial Association ^{††}	25 0 0	2	1 3
72000	London Joint-Stock [†]	15 0 0	43	43 44
5000	London and River Plate ^{††}	40 0 0	44	43 44
20000	ditto ditto New, issued at 1 1/2 prem. ^{††}	10 0 0	—	10 1/2 11 1/2
10000	London and South Western [*]	10 0 0	11	10 11 1/2
5000	London and Venezuela ^{††}	20 0 0	19	—
50000	London and Westminster [†]	20 0 0	—	—
50000	Mercantile and Exchange ^{††}	12 0 0	8	8 8 1/2
10000	Merchant ^{††}	25 0 0	16	15 16 1/2
5000	ditto New ^{††}	20 0 0	11	—
17156	Metropolitan and Provincial ^{††}	20 0 0	8	7 8
5000	Midland [†]	20 0 0	19 1/2	—
20000	National of Australia [†]	4 0 0	6	5 6
20000	National of Liverpool ^{††}	15 0 0	14	—
10000	National Provincial of England [†]	42 0 0	—	—
55000	ditto ditto 2d and 3d issues [†]	12 0 0	—	—
40000	National [†]	30 0 0	61	61 63
50000	New South Wales [†]	20 0 0	46	45 46
60000	Oriental Bank Corporation [†]	25 0 0	42	41 42
27210	Provincial Banking Corporation ^{††}	10 0 0	—	3 4
20000	Provincial of Ireland [†]	20 0 0	55	53 55
10000	ditto ditto New [†]	10 0 0	—	—
40000	Union of Australia [†]	25 0 0	48	46 48
10000	Union of Ireland ^{††}	22 0 0	14	—
80-00	Union of London [†]	15 0 0	42	40 41